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Around the world
in 80 mistakes:
owners' tales

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greatest escapes

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the big freeze

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what to wear
on your PJ
p136



Blade Runner

Riza Tansu tears up the rulebook – again

The logo consists of the text "Blohm+Voss" in a bold, black, sans-serif font, positioned within a white rectangular box in the upper left corner of the page.

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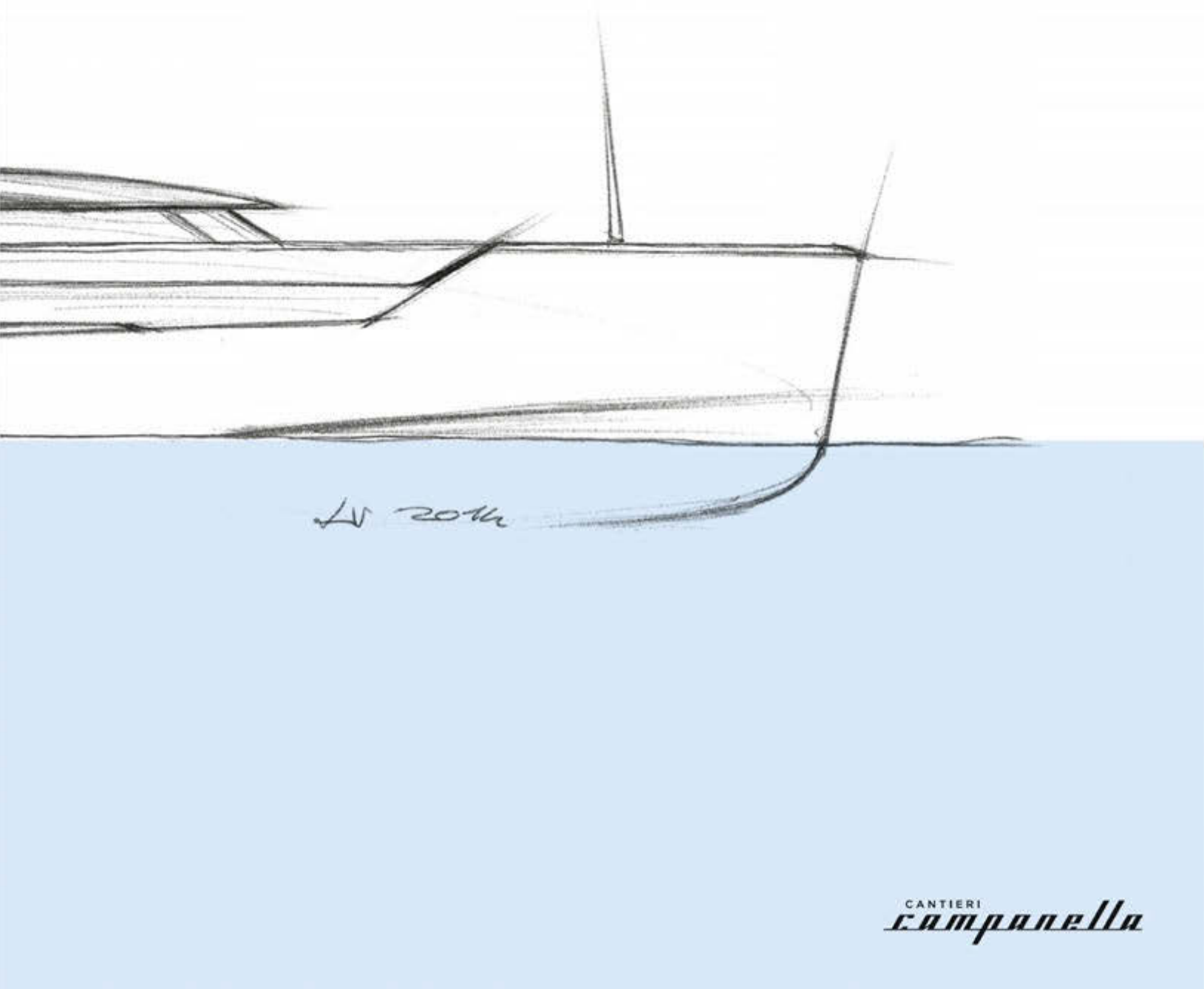
A detailed black and white sketch of the upper portion of a yacht, showing the deck, railings, and the base of the mast. The drawing is done in a loose, artistic style with visible pencil or charcoal lines. The yacht is positioned on a solid light blue background that represents the sea.

SF 60

the awareness of needing new ideas to design a future classic. Our aim is not to maintain the standard, but to constantly raise the bar. There is always a next level and we are going to reach it.

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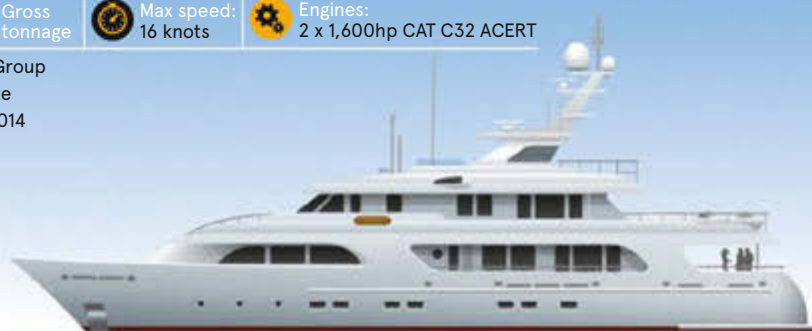
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Onika Page 148

Beam \updownarrow 8.8m  Gross tonnage <500  Max speed: 16 knots  Engines: 2 x 1,600hp CAT C32 ACERT




 Designer: Delta Design Group
Construction: Composite
 Built: US | Launched: 2014



6 guests 
8 crew 



Length: 40.5m

Alyssa Page 88

Beam \updownarrow 7.36m  Gross tonnage 242  Max speed: 21 knots  Engines: 2 x 1,900hp CAT C32 ACERT

 Designers: Diana Yacht Design; Tansu Yachts
Construction: Cold-moulded wood & fibre epoxy
 Built: Turkey | Launched: 2014

8 guests 
5 crew 



Length: 38.75m

Iceberg Page 128

Beam \updownarrow 6.2m  Displacement (tonnes) 93  Max speed: 14.25 knots  Engines: 2 x 300hp John Deere

 Designer: Dashew Offshore
Construction: Aluminium
 Built: New Zealand | Launched: 2015

6 guests 
2 crew 



Length: 29.9m



Gigreca Page 110

Beam \updownarrow 5.9m  Displacement (tonnes) 45  Max speed: 12 knots  Sail area: 250m²

 Designers: Jacques Faroux; De Benedetti & Fiordi; Admiral Centro Stile
Construction: Composite
 Built: Italy | Launched: 2014

8 guests 
2 crew 



Length: 23.15m

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EDITORS' LETTERS



• The first time I went diving, off the Exumas in the Bahamas (it's been downhill ever since), I came away feeling overawed – and somewhat ashamed. How could I have spent my entire life believing that the earth above water was the whole story? The extraordinary beauty of life below, the colour, variety, magnificence and very aliveness of it all – was a salutary lesson in humility. "Travel makes one modest," said Flaubert. "You see what a tiny place you occupy in the world." People own yachts for a variety of reasons, but if I were ever lucky enough to keep my own, I would do so for the same reason that I like to dive: to remind myself of my own insignificance. The owners of *Arctic P* obviously had the same idea. Their second trip to the Antarctic, chronicled on page 160, took them to the remotest reaches of the Ross Ice Shelf, to a place that few had been before, and that would have seen them perish with no hope of help had there been a problem. The ultimate challenge. And ultimately humbling.

• Few boats embody their potential like *Iceberg*. Decades of cruising experience have been poured into the design, resulting in probably the most capable sea boat on the water. A rogue wave hits you mid-Pacific? No problem. *Iceberg* will either slide down its face or capsize and roll back up. And she will simply slice through anything coming from the front. Steve and Linda Dashew are the brains behind the yacht and its smaller siblings, all known as FPBs (functional power boats). It does something to me, this yacht. I spend my life cooing over boat designs, but this one provokes a visceral reaction, something like a "Yeeaaaaw", and it's hands-down the yacht I'd want to take me around the world. And I know how to do that now, having read our feature on page 120. Just avoid icebergs, crazy crew, submerged containers and apparently the whole country of Egypt and you're golden.



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Sacha Brown

EDITORIAL DIRECTOR

Stewart Campbell

EDITOR



Fiona Rubie

► Fiona Rubie is a stylist who lives in Chelsea with her two boys and miniature dachshund. She holidays in Bermuda and, thanks to her role as fashion director on *BI*, is starting to know a good-looking boat when she sees one. Her father raced in the Sydney Hobart twice, plus the Fastnet, so she does have sailing blood in there somewhere!

Sail, motorboat or otherwise? 1950s Riva
Spring or summer? Summer
Speed or style? Speed
Jet ski or canoe? Jet ski
Cruising or yacht hopping? Yacht hopping
Swim or surf? Swim
Ballgown or bikini? Bikini
Surf or turf? Surf
Dive or doggy paddle? Dive



Amanda McCracken

► Amanda McCracken is a freelance yachting journalist. She lives in London/Lymington/at sea with her husband and Humphrey, her dog. She has visited every yacht show and regatta in the world and

loves sailing into the sunset, or bubbly on deck under a full moon.
Sail, motorboat or otherwise? I'm passionate about all boats
Spring or summer? The Med in the spring, but no other time
Speed or style? Boats old or new – style all the way
Jet ski or canoe? Canoe. Jet skis should be banned
Swim or surf? Swim in cool crystal waters
Ballgown or bikini? Ballgowns, so chic
Dive or doggy paddle? Snorkelling – it's a bit of both



Roger Lean-Vercos

► Roger Lean-Vercos has been contributing to *Boat International* for three decades and is the chairman of our World Superyacht Awards. This retired army officer and yacht racer lives between South Devon and the South of France, and can often be seen climbing into yet another private jet for a trip aboard a superyacht in some palm-fringed destination.

Sail, motorboat or otherwise? I love both, but sailing is my first love

Spring or summer? When it comes to water, I'm certainly a hot climate man

Speed or style? Style in cruising, speed in racing

Jet ski or canoe? Canoe

Cruising or yacht hopping? Cruising, of course

Swim or surf? Swim

Blazer or bomber jacket? Each has its moment

Surf or turf? A good steak anytime

Dive or doggy paddle? Scuba, always

Eddie Jordan

► When not fronting the BBC's Formula 1 coverage, Eddie Jordan can mostly be found on one of his three boats: in Monaco on board *Blush*; racing in a regatta in the Caribbean in his *Oyster*; or lying at anchor off the Porquerolles, his favourite islands in the Med. He was racing boats long before cars, and spent much of his youth pitchpoling in dinghies in the Irish Sea.

Sail, motorboat or otherwise? Otherwise. I'm a bike person – it's my big kick

Spring or summer? Spring. The days are long, you get fresher winds and it's the excitement of what the summer will bring

Jet ski or canoe? Canoe. I hate jet skis

Cruising or yacht hopping? Cruising – being out in the middle of an ocean looking at the radar and watching the weather forecast

Swim or surf? Swim

Blazer or bomber jacket? I'm not a blazer guy, unless it's in the yacht club in Monaco

Surf or turf? Turf

Dive or doggy paddle? Both are fun, but diving, especially in the right place, can be brilliant





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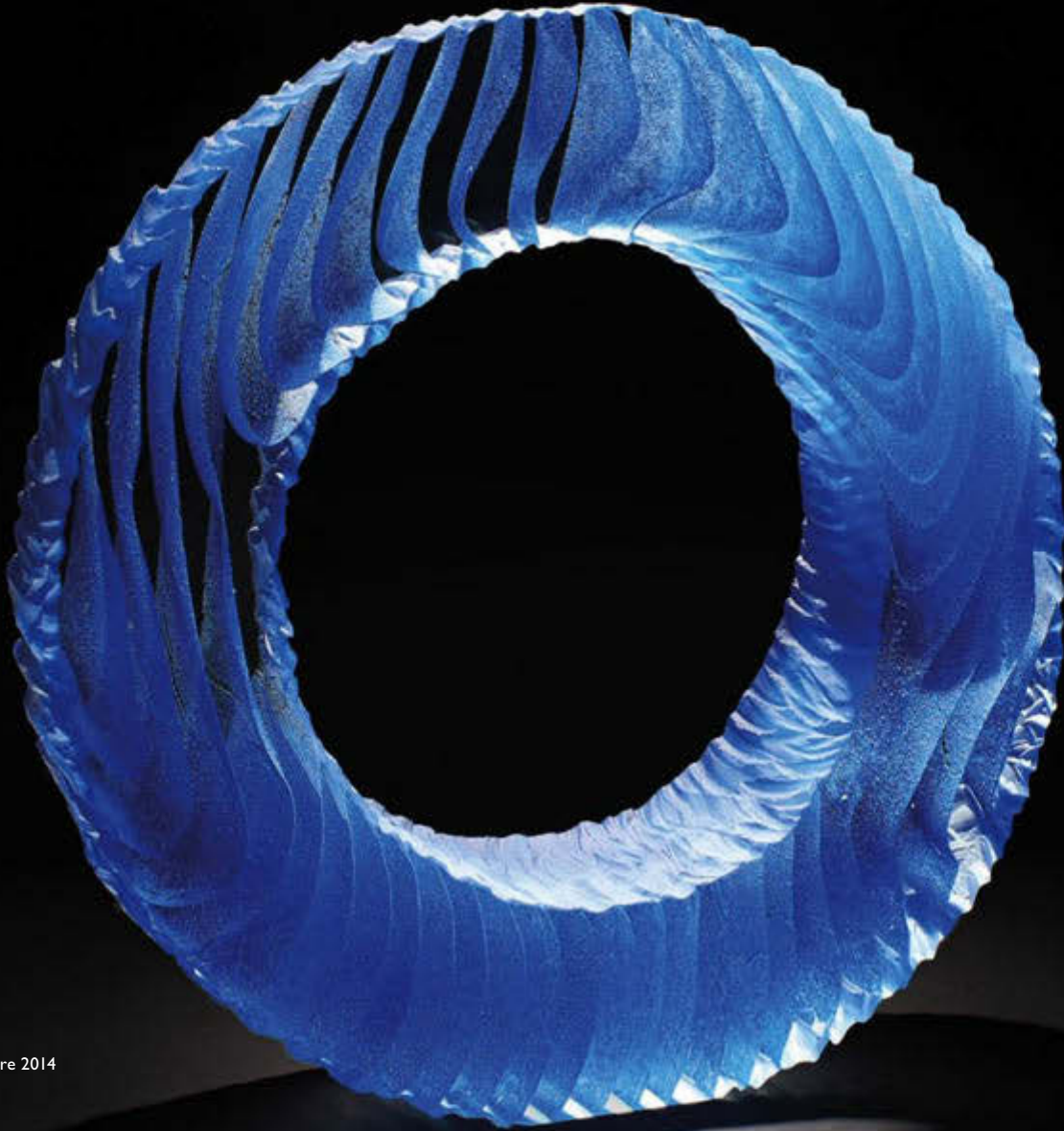
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Return to grace

The J Class fleet will attend the next America's Cup

J Class yachts are to make a welcome return to their origins, at the 35th America's Cup in Bermuda. It's been 80 years since the iconic sailing yachts battled for the oldest trophy in international sport and while they won't compete in the Cup itself, a J Class regatta will now be held during the action in June 2017. The entire J Class fleet is expected: *Endeavour*, *Hanuman*, *Lionheart*, *Rainbow*, *Ranger*, *Shamrock V* and *Velsheda*, plus an eighth boat due to launch in May. *Endeavour*, *Shamrock V* and *Ranger* are all for sale, presenting an opportunity for a racing enthusiast to take part in the next Cup on an original J.

americascup.com; jclassyachts.com

+ FOR MORE NEWS SEE PAGE 33



THIS MONTH: Sir Ben Ainslie gets a taste for Bermuda, Eddie Jordan goes global, plus the six sexiest superyacht slides

▶
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Lippy from the Liffey

When *Eddie Jordan* decided to circumnavigate the globe, all he needed was a new boat, a crew, a way to juggle it with his TV work – oh, and his wife’s support...

I originally started thinking about doing a circumnavigation not long after I sold my Formula 1 team. And even though Marie and I had been married for 35 years, I wanted to see if there was something we could do to bring us really close together. I didn’t think she would go for it, but she said yes, on two conditions: that she could learn how to dive and do a photography course. They were well within reason, so I traded up from my Oyster 665 to an 885. Then I started thinking: “Jesus, how are Marie and I going to live together on a boat – basically in the cockpit – for so long?” People always ask Marie how we’ve stayed married so long and she always says, “He goes away a lot.” But I shouldn’t have worried.

I was working with the BBC, so I had to plan my stops in places so I could get off, jump on a plane to commentate on the Grand Prix and then fly back. It turned out to be quite arduous in that respect: getting off in Lombok, then flying to Bali, then Bali to Singapore, and Singapore to Osaka to do the Grand Prix and then back again. I must have been out of my mind.

What helped was that Oyster came out with their World Rally, which took care of a lot of the planning. There were 26 boats that started in Antigua and we’d meet every month or so. You start off thinking: “My God, we’re all going to be together for the duration.” But after that first night, you don’t see another boat for ages. We were much faster than the other yachts because we were averaging nine, 10 knots and even going across the Atlantic we got it up to 21 knots, which is pretty amazing. Oyster said to us, “Look, this isn’t a surfboard you’ve got here!”

The only things we’d see at night in some places were debris in the water and unlit fishing boats. They don’t have anything like the same

safety concerns that we’ve been brought up with. One night, we saw a shipping container; one of those would slice through a boat instantly, and then you’d just go. So we were on the radar the whole time, but with our warning systems, we didn’t have a problem.

Sometimes I’d ask myself: “What am I doing here?” I’ve got four kids, and grandkids were on their way, and I thought, “Am I being selfish? Adventurous? Or just plain mad?”

I found crew in the most unusual way. I’m very friendly with Kevin Moran, who played for Manchester United. We were out doing something and he said: “My cousin has her captain’s licence.” It turns out she was a practising dentist and a fully qualified captain.

Her husband owned a sailing school, so I thought I’d better go and meet these guys. I got them on board as crew and since she was a qualified dentist and had medical training she treated all our cuts and bruises – and even did a job on one of Marie’s teeth at sea. Our third crewmember was another Irish guy, named

Alan. He was a trawler engineer and had no sailing experience, but I said: “I don’t care what experience you have, as long as you keep this thing going.” And he did. He was great. The crew were amazing. Alan would play his ukulele at night and I’d play the spoons and we’d all sing rebel Irish songs – it was ridiculous. But that’s what made it nice.

**“Am I being selfish?
Adventurous?
Or just plain mad?”**

I’d been expecting Tahiti to be stunning, but I was a bit disappointed. But there was a nearby island called Moorea that was staggering. I would cycle around it every morning. An atoll called Rangiroa captured Marie’s attention. The entry into the lagoon is only about 10 metres wide and the water just flies in and out. I’ve never seen so many sharks, turtles... Even penguins. There’s a photograph somewhere of me swimming with 40 white tip sharks. That was a place that really made me think: “What the hell am I doing here?” It’s a place you’d least expect to find when crossing an ocean, but was just spectacular. ■
Eddie Jordan’s fee for this column has been donated to charity.

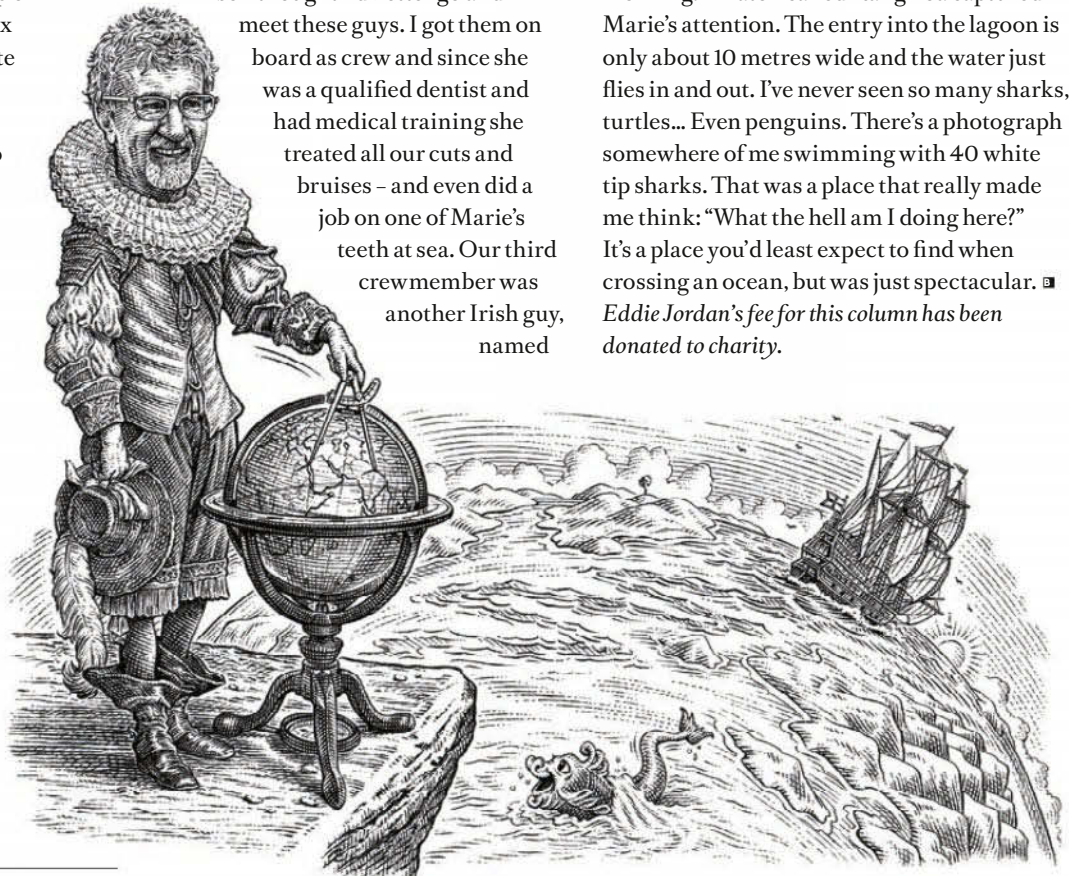


Illustration by – David Hopkins

A taste of the real thing

“We wanted some warm winter training,” says Sir Ben Ainslie. So where better to carry it out than Bermuda and the America’s Cup course itself?

During our planning last autumn, we knew that we would finish the first testing period for T1 (training boat 1) at the beginning of December. We would have some modifications to do, so weren’t planning to get back on the water in Britain until early February. It gave us a window in January where we could get the sailing team out to a winter training base. It would fit perfectly with the schedule and obviously provide us with rather better weather conditions than the Solent at that time of year.

We were looking at options for the venue back in October, and by then had a pretty good inkling – although at that point it wasn’t confirmed – that Bermuda would win the right to host the 35th America’s Cup. It was a question of balancing that probability with the logistics, cost and so on of getting to Bermuda, versus other potential venues. It was pretty clear that the advantages of racing on the America’s Cup course would be huge, so we took a bit of a punt and planned a training camp in Bermuda for the end of January. I’m glad to say that it worked out even better than we’d originally hoped.

The advance party that we sent out to Bermuda straight after the venue announcement did a recce, and made some good contacts. We found the right accommodation, the right places to store and launch the boats and all that kind of thing. We stayed in a really good hotel not far from the Royal Naval Dockyard – which will be the eventual venue for the Cup – and sailed from there for this training camp.

Logistically, the best option was to take our 20 foot (six metre) foiling multihulls; two-man training boats we use to improve our foiling skills. We hadn’t spent as much time in those boats as we had wanted to last year either, as we had such an intensive programme with T1. So we saw it as a really good opportunity to get some quality time in and improve our trapezing and foiling skills.

But once Bermuda was confirmed as the venue for the Cup, the main reason for going became the chance to get out on the racecourse. It helped us to understand the size of the course, the wind and wave conditions. We learned that the course is going to be pretty small – tight with a lot

of manoeuvring. Once you get on the ground and then out on the water it cures any preconceptions, and we arrived with quite a few. We went home with a lot to think about in terms of who we need on the sailing team, and plenty of thoughts for the design team on the development of the final race boat for 2017.

We did some fantastic sailing – the boats are powerful and fast, and it’s high-impact when they wipe out. We did some two-boat work, and venue familiarisation to see which side of the course was paying for the conditions on the day. All of this was on the America’s Cup course; in fact, there isn’t really anywhere else: you’re either on the racecourse or you’re on the rocks! We were sailing for five or six hours a day, and with a morning and evening fitness session as well, there wasn’t much time to do anything else except eat and sleep.

Ben Williams, our strength and conditioning coach, organised a local gym for us for evening weight-training sessions. In the mornings, we concentrated on a lot of water-based fitness activities, including swimming and kayaking. We also incorporated the use of our spare air canisters in underwater training, which was fitness based but also gave the team more familiarity in using the spare air, which could be vital in an emergency.

All in all, it was a hugely successful week for us, and we all got a lot from it. The guys loved it, we all improved our skills in the smaller boats massively and our fitness levels went up. It was hard work, but a great way to get to know each other better, being away and being solely focused on sailing and training.

The Bermudians were incredibly welcoming and it was lovely to go to a venue and have the local people so supportive and excited about what’s to come. We don’t always get that at sporting events, so it was nice to see. We have left the boats there, and will be back once or twice in the spring. And, of course, we are really looking forward to being there in October for the America’s Cup World Series. ■



We went home with a lot to think about in terms of who we need on the sailing team



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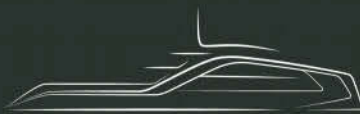
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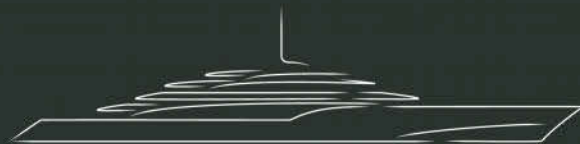
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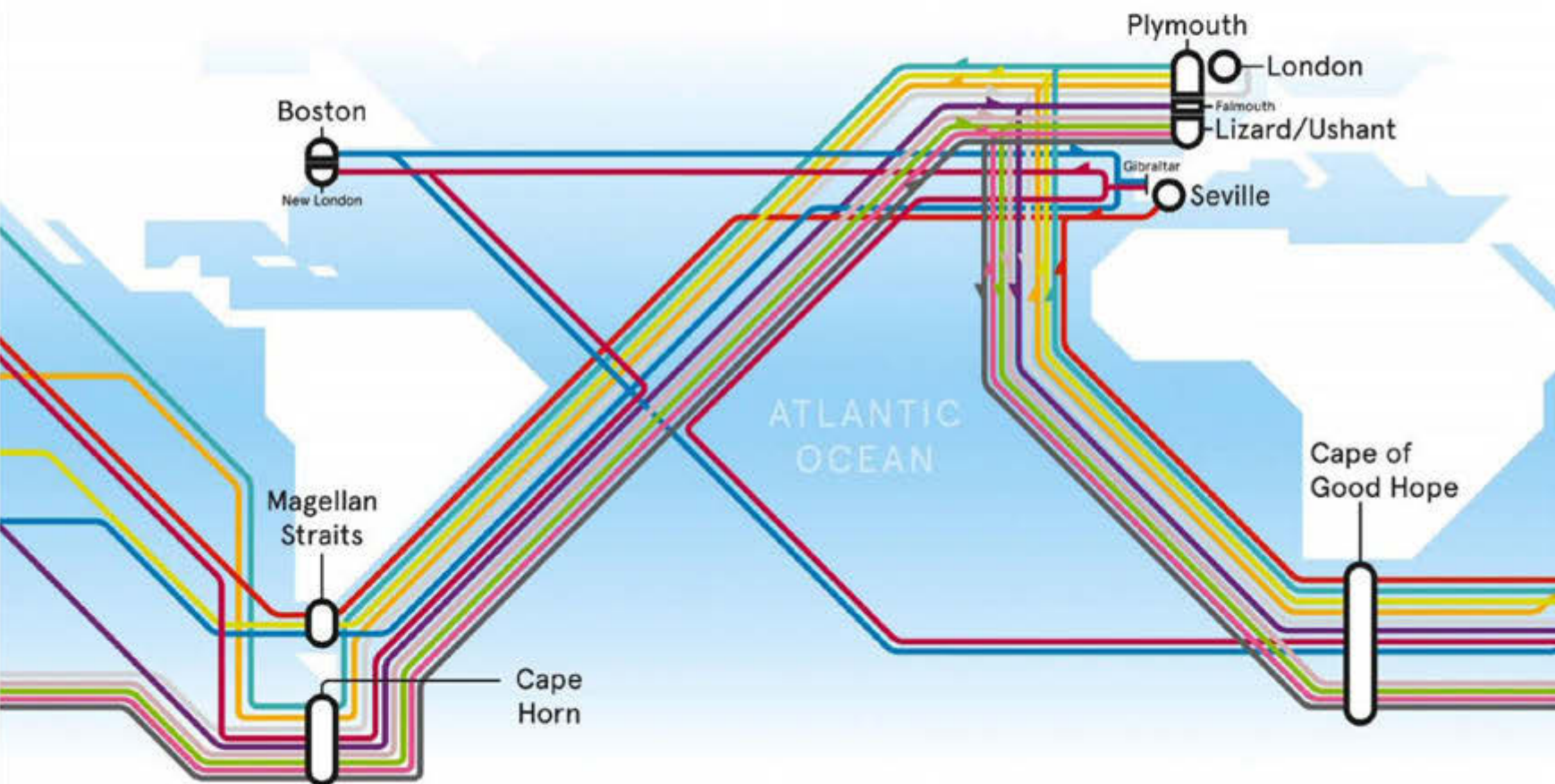
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THE LONG WAY ROUND



Ferdinand Magellan and Juan Sebastian Elcano

Set off August 1519

3 years, 27 days

Victoria
(85 tonne Spanish carrack)

1st First expedition to sail around the world

i The Spanish wanted to establish a trading route to Asia

! *Victoria* returned with just 18 of the original 270 crew. Magellan was killed in the Philippines, after which Elcano took over and completed the voyage

! Crossing the Pacific the only food was biscuits full of worms and contaminated by rat urine, and the rats themselves

Francis Drake

December 1577

2 years, 9 months, 13 days

Pelican/Golden Hind
(300 tonne, 31m English galleon)

1st First person to lead an expedition all the way around the world

i The objective was to found colonies in Chile, establish a base on Panama's west coast, and to raid Spanish ships

! The expedition began with five ships. Two were scuttled on the Atlantic crossing, one was lost in a storm and one returned to England early

£ Though the *Golden Hind* completed the voyage alone, she brought back enough bounty to give investors a whopping 4,600% return

Captain James Cook

August 1768

2 years, 11 months

HMS Endeavour
(368 tonne, 32.3m English barque)

i Cook was ordered to get to Tahiti to observe the transit of Venus, a phenomenon that occurs every 243 years; he also became only the second European to sight New Zealand

! *Endeavour* hit the Great Barrier Reef and had to be beached near modern-day Cooktown for repair

£ *Endeavour* was a former merchant collier that the Admiralty purchased for £2,840. She was fitted with an extra deck and 10 cannons

Robert FitzRoy and Charles Darwin

December 1831

4 years, 296 days

HMS Beagle
(27.4m Barque)

i The objective was to complete the survey of Patagonia and Tierra del Fuego (started on *Beagle*'s first voyage, during which FitzRoy had taken command), to survey the shores of Chile, Peru and some of the islands of the Pacific, and to accurately determine the longitude of various places around the world. To achieve the latter, 22 chronometers were taken on the voyage

! Daily allowances per man included 16oz of meat, 16oz of bread and 1 gallon of beer

Captain Richard Woodget

April 1885

77 days out; 73 days back

Cutty Sark (64.6m fully rigged clipper ship)

i The *Cutty Sark* was built in 1869 for the China tea trade, but was out of a job with the advent of steam and the building of the Suez Canal. So she went into wool, sailing to Australia and back 12 times. The 1885 voyage was the first of 10 under Woodget, when the *Cutty Sark* arrived home a week before her nearest rival, *Thermopylae*

! Cargo on the return voyage included: 4,465 bales wool; 2,342 packages cobalt ore; 1,345 bags nickel ore; 29,772 horns; 76 cwt hooves

Joshua Slocum

April 1895

3 years, 2 months, 3 days

Spray (9 tonne gaff cutter, converted to gaff yawl during the voyage)

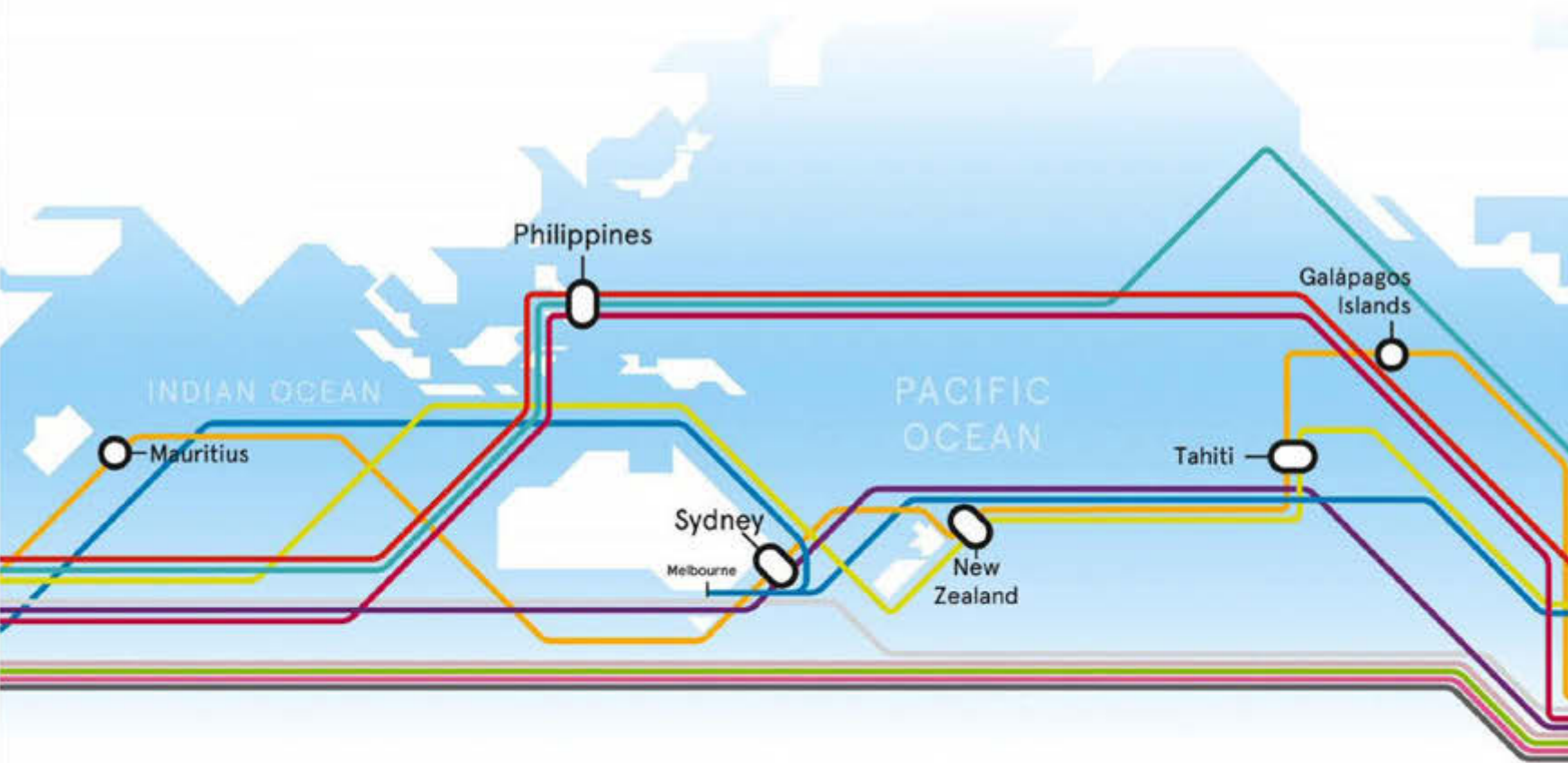
1st First single-handed circumnavigation

i *Spray* had no self-steering as such, but was able to sail a remarkably straight course – during one 23-day passage Slocum only steered for one hour

! In the Magellan Straits Slocum was threatened by local "savages". He made dummy crew to give the impression he wasn't alone and scattered tacks on deck at night – one time waking to painful cries as the locals jumped back into their canoes



Sailing around the world is one of the last great ocean adventures. The first attempt was made in 1519 by Ferdinand Magellan and took more than three years; in 2011 Frenchman Loïck Peyron and his crew managed it in just 45 days



Captain Edward L Beach

February 1960

60 days, 21 hours

USS Tritonne (136.2m nuclear-powered sub)

1st First submerged circumnavigation of the world

i Setting off from New London, the record attempt, code-named Operation Sandblast, officially started at St Peter and Paul Rocks in the middle of the Atlantic

! Early on, a crew member began suffering from kidney stones – he was evacuated off Uruguay

! *Tritonne* took 77,613lb of food, including 16,487lb of frozen food, 6,631lb of canned meat and 1,300lb of coffee

Francis Chichester

August 1966

107 days out; 119 days back

! *Gipsy Moth IV* (16.5m ketch)

1st First solo circumnavigation with just one stop (Sydney)

i Both passages were more than twice the distance any single-hander had ever sailed before

! After leaving Sydney, *Gipsy Moth* capsized and rolled over to an angle of 140 degrees. Chichester was able to measure this thanks to a mark made by a flying wine bottle

! During the voyage he baked bread and planted mustard and cress seeds for vitamin C

Robin Knox-Johnston

June 1968

313 days

! *Suhaili* (9.8m ketch)

1st First solo non-stop circumnavigation

i Knox-Johnston was competing in the *Sunday Times* Golden Globe Race with nine others – he was the only finisher

! *Suhaili* weathered a Force 10 storm 2,000 miles short of Australia and then the boat's self-steering gear ceased to work

! Stores included: 216 x 12oz tins corned beef; 144 tins Heinz baked beans; 288 eggs; 120 cans lager; 1 case brandy; 18 rolls toilet paper

Ellen MacArthur

December 2004

71 days, 14 hours, 18 minutes

! *B&Q/Castorama* (22.8m trimaran)

1st Fastest solo circumnavigation by a woman

i MacArthur had no more than 20 minutes' sleep at any one time during the entire voyage. She covered 27,354 miles at an average speed of 15.9 knots

Francis Joyon

November 2007

57 days, 13 hours, 34 minutes

! *IDEC II* (27m trimaran)

1st Fastest solo non-stop circumnavigation

i Joyon covered 26,400 miles at an average speed of 19.09 knots. He also set a solo 24-hour record of 616 miles. The furthest south Joyon sailed was 59° where he saw five icebergs in one day

Loïck Peyron and 13 crew

November 2011

45 days, 13 hours, 42 minutes

! *Banque Populaire V* (40m trimaran)

1st The current holder of the Jules Verne Trophy: the fastest boat ever around the world

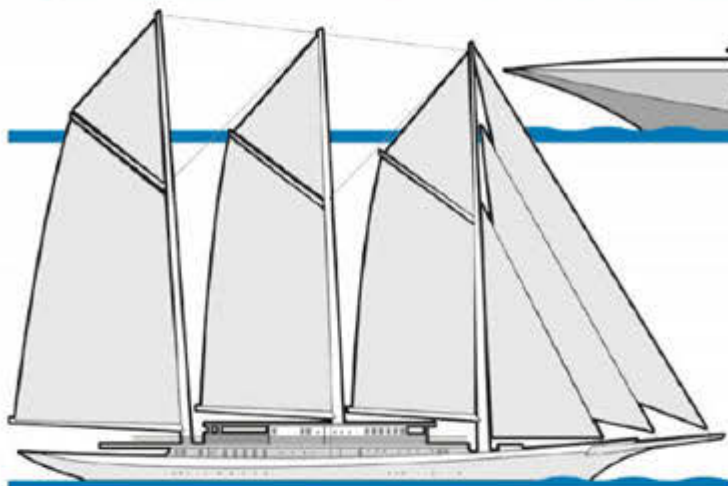
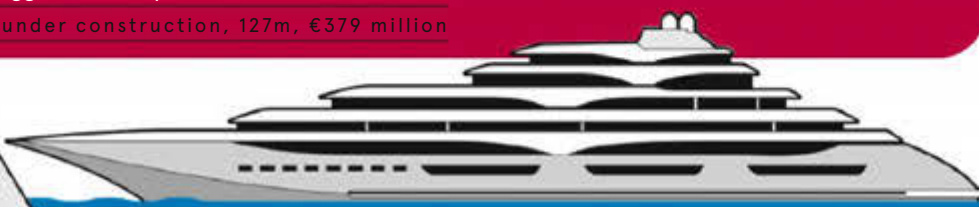
i Peyron and his crew managed an average speed of 26.5 knots. The furthest southerly point they reached was 63°

! Food was mostly freeze-dried but 15% was heavier dried pasta for variety

The informer

Biggest motor yacht on the market, 2015

Privilege One | Privilege, under construction, 127m, €379 million



Biggest sailing yacht on the market, 2015

Athena | Royal Huisman, 2004, 90m, \$75 million

TOTAL SAILING YACHTS ON THE MARKET (24M+)



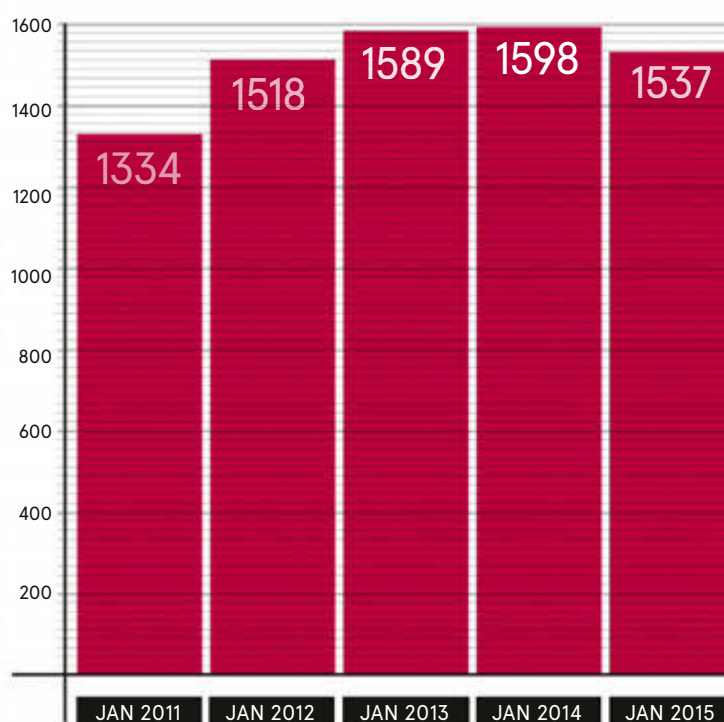
ORDERS IN JANUARY 2015

TYPE	LENGTH	SHIPYARD	DELIVERY	COUNTRY
▲	77m	CRN	2017	IT
▲	68m	n/a	2017	NL
▲	39.5m	Overmarine	2015	IT
▲	31.6m	Cheoy Lee	2016	CN
▲	31.1m	Cerri	2015	IT
▲	26.45m	Sanlorenzo	2015	IT

DELIVERIES IN JANUARY 2015

NAME	TYPE	LENGTH	SHIPYARD	COUNTRY
Infinity	▲	88.5m	Oceanco	NL
Action	▲	37m	Royal Huisman	NL
Debbie Lou	▲	33.53m	Horizon	TW
84095	▲	27.28m	Horizon	TW
Rambler 88	▲	26.82m	New England Boatworks	USA
Stardust	▲	26.3m	Sunseeker	UK

TOTAL MOTOR YACHTS ON THE MARKET (24M+)



LAUNCHES IN JANUARY 2015

NAME	TYPE	LENGTH	SHIPYARD	COUNTRY
808	▲	101.5m	Feadship	NL
Savannah	▲	83.5m	Feadship	NL
Dartwo	▲	81.8m	Abeking & Rasmussen	DE
Yersin	▲	76.6m	Piriou	FR
Madame Kate	▲	60m	Amels	NL
Suppina	▲	56m	Benetti	IT
Sibelle	▲	50m	Heesen Yachts	NL
Asya	▲	49.7m	Heesen Yachts	NL
BY004	▲	41.93m	Benetti	IT
Majesty 135	▲	41.05m	Gulf Craft	UAE
Princess 40M	▲	40.16m	Princess Yachts	UK
Majesty 122	▲	37.3m	Gulf Craft	UAE
Majesty 105	▲	32	Gulf Craft	UAE



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W112' | 34M

W125' | 38M

W130' | 40M

W164' | 50M

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Eye Opener

313 days later...

► "Did you hear the one about the time I sailed around the world?" Robin Knox-Johnston is the centre of attention as he enjoys a very welcome pint in Falmouth's *Chain Locker* pub, shortly after becoming the first person to sail solo, nonstop around the world. Knox-Johnston was the only finisher of the nine-strong fleet that started the *Sunday Times* Golden Globe Race, returning to British shores in April 1969 after setting off the previous June. For four whole months during the latter part of his voyage, the sailor was unable to make contact with the outside world and was truly, utterly alone. He was probably dreaming about this drink...

Photographer - Bill Rowntree/PPL



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77m "SILVER FAST" – 29 kts – new – available SPRING 2015





THE NEW SMALL JET TENDER FAMILY

Diesel powered waterjet driven



JT16

- Length o.a.: 5,08 m
- Beam max: 2,08 m
- Height max at bow: 1,14
- Height max for storage: 1,00
(with front air chamber deflated and optional folded console and arm/backrests removed)
- Hull type: Deep V
- Engine: Yanmar 110 HP diesel
- Waterjet: Castoldi Jet 05 with integrated gearbox and mechanical disconnecting clutch
- Dry weight: 870 kg

JT15

- Length o.a.: 4,58 m
- Beam max: 2,08 m
- Height max at bow: 1,14
- Height max for storage: 1,00
(with front air chamber deflated and optional folded console and arm/backrests removed)
- Hull type: Deep V
- Engine: Yanmar 110 HP diesel
- Waterjet: Castoldi Jet 05 with integrated gearbox and mechanical disconnecting clutch
- Dry weight: 820 kg



JT14

- Length o.a.: 4,28 m
- Beam max: 2,08 m
- Height max at bow: 1,14
- Height max for storage: 1,00
(with front air chamber deflated and optional folded console and arm/backrests removed)
- Hull type: Deep V
- Engine: Yanmar 110 HP diesel
- Waterjet: Castoldi Jet 05 with integrated gearbox and mechanical disconnecting clutch
- Dry weight: 795 kg



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OUT TO LAUNCH

A flurry of activity in January and February has set the standard for what is gearing up to be a massive year for superyacht launches. Already we've seen the biggest leadship launch to date, the 101.5m project 808, with the Dutch yard backing this up when the 83.5m, hybrid-powered *Savannah* sailed away from its facility at Aalsmeer in late January and then on Valentine's Day, the appropriately named 46.4m *Kiss*, the successor to Neville Crichton's *Como*, broke cover.

The second Amels 199, *Madame Kate*, was launched in Vlissingen, and not to be outdone, the bluff-bowed Heesen *Sibelle* and 47m *Asya* hit the water. *Dartwo*, the 81.8m Abeking & Rasmussen and sistership to *Kibo*, made sure Germany was represented in the activity, and in Italy two Benettis were launched – the 56m *Suppina* and 41.93m project BY004.

In France, the 76.6m *Yersin* was launched by Piriou. The chunky looking yacht is a no-nonsense explorer, with trans-ocean potential. In the Middle East, meanwhile, three boats from Gulf Craft were revealed: the Majestys 135, 122 and 105. In the US, just one launch, but a significant one – the 43m Christensen *Missing Link*. The outlook is very bright indeed, with three more yachts over 100m expected this year: ground-breaking project White Pearl from Nobiskrug, set to become the world's largest sailing yacht at 147m; project Tatiana from Lürssen at 125m; and project 366, a 107m in build at the Kleven yard in Norway. Now the fun bit: match the names to the images...



APRIL NEWS

A wealth of new launches, onboard communication to knock your socks off, all-weather binoculars (yes, even in fog) – and gifts you'll wish you'd thought of

Silver standard at sea

It has taken less than a lifetime for the Florentine family run business of Stefano Ricci to transform itself from a local tie factory into a thriving lifestyle brand with boutiques worldwide. Yet since it was founded in 1972 the company has conquered not just the world of menswear, but life at sea as well. This spring, its Royal Suite Collection – porcelain, cashmere and silver pieces designed for yachts – introduces the Sea Collection, comprising silver ornaments and tableware made in 925 silver. From octopus candleholder to shell-shaped Champagne bucket, each piece is handmade, with wonderfully tactile satin finishes, providing the perfect gift – or treat to self. Why wouldn't you? POA, stefanoricci.com



► Hacker-Craft has unveiled its first fibreglass hull, the 8.2m Special Sport tender. The New York-state builder, best known for its handcrafted mahogany motorboats, says the model was introduced as a direct result of customer demand for a GRP model. hackerboat.com



toy
of the
month

Sea view

While the benefits of owning a suitably seaworthy pair of binoculars are as clear as the horizon on a sunny day, no manner of technological wizardry will improve your lookout when the elements close in – until now, that is. Ricoh's Enhanced are packed with a raft of next-gen technologies to provide a clear view, whatever the weather.

Using digital image stabilisation and sister brand Pentax's "atmospheric interference reduction" software, these digital binoculars are able to enhance your line of sight in real time, be it affected by snowfall, fog or rain. Thanks to their additional night-vision function, you can even opt for a spot of whale-watching under the stars. Also stowed under the water- and dust-resistant shell are a GPS locator, electronic compass and the ability to shoot photo and video onto a memory card. They are, at heart, simply very good binoculars, with 13.2 times magnification. \$4,200, ricoh.com



WIDER, FURTHER

Wider Yachts has introduced its latest yacht project, a 38m diesel-electric with an impressive range. The Wider 125 shares a resemblance with Wider's W150 and W165, also designed by Fulvio De Simoni and is the result of input from owners and potential clients. Thanks to its diesel-electric propulsion, the 38m will offer a range of 2,600nm at 12 knots and up to 3,600nm at 10 knots. With a high bow, 7.93m beam and reduced engine room, the four lower-deck guest cabins and main-deck master are unusually spacious. Wider is poised to start production to deliver her by 2017. wider-yachts.com



Best-kept sartorial secret?

Few understand the needs of the savvy world-travelling gentleman better than Diego Della Valle. When not overseeing his vast Italian leather goods company, Tod's, he is promoting Italy's image at home and abroad (he has pledged \$34 million towards the restoration of Rome's Colosseum and is ploughing money into a new high-speed rail link), running his football club Fiorentina and enjoying time with his family – often aboard his 16m mahogany yacht, the *Marlin*, previously owned by JFK. His latest venture, an exclusive atelier called Tod's Sartorial, on the top floor of Palazzo Tod's in Milan, offers respite for anyone juggling even half as much as he is. The space, mixing natural Tod's leathers, mahogany floors and contemporary art, is a place to take time out, have a drink and spend time with friends. In short: *la dolce vita* right in the middle of Milan. tods.com

Spotlight ▶ New to the market



GOLDEN ODYSSEY: POA

▶ The mighty 80.2m *Golden Odyssey* has been listed for sale at Burgess. Built by Blohm+Voss in steel and aluminium to Lloyd's class, she was delivered in 1990. She sleeps 14 guests in a master suite, a VIP cabin, a double and four twins.



LOHENGRIN: \$19.6 MILLION

▶ The 49.1m *Lohengrin* was sold in August 2011 and is now back on the market, listed by Allied Marine. Built by Trinity Yachts, accommodation is for up to 11 guests in five cabins including a main-deck master suite.



OCEAN PARADISE: €29.95 MILLION

▶ Built in steel and aluminium by Benetti, the 55m *Ocean Paradise* was launched in 2013. She accommodates 12 guests in six cabins, including a full-beam master suite on the main deck. She is listed by Y.CO.



ENDEAVOUR: €19.95 MILLION

▶ The 39.56m J Class yacht *Endeavour* has been listed for sale by Edmiston. She was delivered by Camper & Nicholson in 1934, in time to compete in the America's Cup. In 2011/2012 she was completely refitted with no expense spared.



MISUNDERSTOOD: \$23.5 MILLION

▶ Designed by Stefano Righini, the 49.9m *Misunderstood* was built in GRP by Overmarine to ABS class and delivered in 2012. *Misunderstood* has four double cabins for eight guests and is being marketed for sale by Fraser Yachts.

Soft touch

This month:
Turnbull & Asser
cashmere slipover

wardrobe
essential

• The peacock of Jermyn Street, Turnbull & Asser, has always been known for its use of colour: little wonder that Picasso and Hockney have both been loyal customers. To achieve this, they use only the best cashmere, taken from the finest hand-combed underbelly fibres of Mongolian goats.

Each strand is individually dyed to ensure intensity of every pigment, and they are tightly knit to make sure each garment keeps its shape: vital for the world-weary traveller living out of a suitcase. The V-neck pictured here has a slim fit, ideal for wearing under a jacket on a cool breezy evening, or on its own when

the deck gets chillier. Effortlessly stylish, wonderfully soft, and the perfect combination of lightness and warmth: this sweater is the ultimate companion for any chic seafaring connoisseur. **Jane Fulcher**
Turnbull & Asser V-neck cashmere slipover, £295, turnbullandasser.co.uk

Present tense?

Jordana Reuben Yechiel finds the gifts you couldn't, to start that onboard party with a smile



Bring the blue skies inside your yacht, with **John Baldessari's Brain/Cloud (With Seascape and Palm Tree)**. £3,000, countereditions.com

The Navaho and western trend continues this spring and summer: **Aurelie Bidermann** Navajo necklace. £1,480, aurelie-bidermann.com

Show off your spray tan in this divine **Zimmermann** silk-essence veil playsuit. £290, avenue32.com

The latest printed baobab candles are the perfect way to add a little pop of colour on board. Try this **Baobab** coral candle. £370, amara.com

Bags of style! **Sophie Anderson Jonas** beach bag. £397, netaporter.com

Sun of a Beach towels carry wonderful prints to jazz up any deck. From £85, avenue32.com



Simple things are hard to find: I found it. Italian yachtswoman's cross-hatch shoe basket. \$1,395, nauticaluxuries.com

With neutral tones these can be worn anywhere, with everything. **Gitana Flat Sandals**. £940, shoescribe.com



PACIFIC PARADISE

The 52m Amels motor yacht *Belle Aimée* will venture to Fiji and the South Pacific this summer – perfect to test out her state-of-the-art dive centre. For charter with Webster Associates at \$265,000 per week, the 2010 launch was extensively upgraded in 2013 for her charter market debut. She sleeps 10 guests in a light, warm wood interior with Asian accents. Those who prefer to stay surface-side can zip off on a wealth of water toys or take a pummeling from the full-time masseuse; then meet up later for a screening at the outdoor cinema. jimwebster.com

charter
of the
month

NATO? Way to go

Even those with no more than a passing interest in horology may have noticed a trend for fitting NATO-style straps to watches. NATO is the nickname for a military-issue strap actually called the G10, a 20mm thick strip of grey nylon.

Now the G10 strap has crossed from military realms to fashion having been adopted (and adapted) by Chanel for a new version of its J12 watch – called the G10.

There are seven watch styles to choose from, with prices ranging from £11,500, to £275,000 for one of the five limited-edition pieces set with 230 baguette-cut diamonds weighing more than 12 carats. Military issue they are not. [Simon de Burton chanel.com](http://simondeburtonchanel.com)



88.5m
Size of the *Oceanco Infinity* –
largest 2015 delivery so far



Entrepreneur and campaigner **Marco Simeoni** (above) and his MOD70 racing trimaran

Plastic not fantastic

With more than five trillion pieces of plastic estimated to be polluting the seas it is virtually impossible to sail anywhere on the planet without encountering debris.

It is unsightly and hazardous, with toxins in plastics feared to be entering the human food-chain through seafood. Swallowing plastic is also blamed for the deaths of a million seabirds annually and countless fish.

Marco Simeoni, a computer entrepreneur who helped conceive and create the MOD70 racing trimaran, is now leading a project to establish the extent of five monstrous plastic garbage patches swirling in the mid-ocean.

"We have almost 100 per cent of the ocean surface containing these plastics," Simeoni

says. "This has happened in just 60 years. It's a more urgent problem than dealing with CO² because it's directly affecting the food we eat."

This March Simeoni is sending his 21m trimaran on a 30,000-mile circumnavigation to track the spread of plastics in the five vortexes of garbage: one in the southern Indian Ocean, two in the Pacific and two in the Atlantic. The data will be used to help identify the best ways of cleaning up the rubbish. One of the chief aims is to raise public awareness about plastic pollution and the use of the racing boat is intended to symbolise the urgency of the problem.

ITALIAN OPERA



THE ITALIAN ART OF USING
CUTTING-EDGE TECHNOLOGY
AND PAYING ATTENTION
TO THE SMALLEST DETAILS
TO CREATE PURE BEAUTY:
THIS IS A FINCANTIERI YACHT.
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MY "VANITAS"
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FINCANTIERI
YACHTS



TECHNOLOGY OF BEAUTY

Always online

Onboard comms have come a long way since the 1990s, says **Tim Thomas**, who reviews the latest developments

I remember when I first played with satellite communications on board a superyacht, back in the early 1990s. I remember being told the cost to make a voice call (\$10 a minute back then) and deciding that the phone box on the quay was a much better option.

My next experience came when testing the early Iridium mobile handsets. We'd taken one on the Azores and Back two-handed yacht race and, 600 miles from Land's End, UK, we put it to the test with a call to a pizza delivery shop in Falmouth. It worked a treat, but the delivery boy was naturally baffled when we gave him coordinates out in the Atlantic ocean.

Things are a little different now, but even the more technically aware owner can be daunted by the array of options and terms: C-, Ku- and Ka-band, multicasting, belowdeck gateways, spot beam technology – not to mention the confusing choice presented by multiple service-providers and equipment manufacturers. It can make it difficult to get a grasp on what's happening at a more fundamental level.

For all the handsets, terminals, servers, arrays and domes superyachts can choose from, it all boils down to expensive silver dustbins floating in orbit. So what is happening in satellite communications? The biggest problem remains bandwidth: with increasing appetite for media streaming, there is the expectation that a broadband connection will be fast enough – and be able to deliver the sort of video content that owners and guests are used to ashore.

Iridium is undertaking a massive launch programme from 2015 to get next-generation satellites into orbit – called Iridium NEXT.

With 66 satellites pointed at earth, Iridium still claims to be the only

solution for total global coverage, and the new network of satellites – the entire lot of 66 will be replaced – has been designed to cater for the growing need for data transmission.

Meanwhile, Intelsat is also busy planning its next-generation system, called EpicNG, with the first of the satellites also scheduled to launch in 2015. EpicNG is designed to provide three to five times more capacity than the existing generation satellite, and feature spot beam technology and frequency re-use, in addition to the company's existing network. It means improved performance in key geographical areas – and on key superyacht routes – plus a lower cost per-bit for customers. iridium.com; intelsat.com

Not everything is space-based, however. The winner of a DAME award at 2014's METS in Amsterdam, Glomex's weBBoat 4G platform aims to facilitate on board communications and data when cruising along a coastline or sitting in harbour, instead of relying on satellite systems. Comprising a very small dome – which could also easily be mounted on a large tender or chase boat – the system is simple. Just insert a local SIM card in the slot at the bottom and as if by magic the system taps into the 4G or local WiFi networks, creating internet coverage for your yacht for potentially a fraction of the cost of a non-terrestrial service. WiFi coverage is claimed at 100 metres, while a good mobile signal and a decent unobscured mounting point should give 4G network access up to 15 miles from the coast. It makes for an easy-to-set-up, non-baffling satcom alternative for you and your guests, or crew – even if it doesn't quite give you the ability to order yourself some pizza in the Western Approaches. glomex.it

engine room

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WORLD SUPERYACHT AWARDS Amsterdam, The Netherlands

9 MAY 2015

► The prestigious 10th World Superyacht Awards returns to Amsterdam this May. The highly anticipated gala dinner, hosted at the iconic Westergasfabriek, will honour the finest new superyachts delivered in 2014. Dubbed “the Oscars of the superyacht world”, the event is attended by a guest list of yacht owners and the most influential players in the industry.

Table applications available at
worldsuperyachtawards.com

Boat International EVENT HIGHLIGHTS 2015



LORO PIANA SUPERYACHT REGATTA Porto Cervo, Sardinia

2-6 JUNE 2015

► Hosted by the exclusive Yacht Club Costa Smeralda, this internationally renowned regatta is now into its eighth edition. The four days of racing attract an ever-increasing fleet of sailing yachts to kick off the Mediterranean yachting season. The competitive racing schedule is complemented by a vibrant social programme.

loropianasuperyachtregatta.com



SUPERYACHT RENDEZVOUS MONTENEGRO Porto Montenegro

2-5 JULY 2015

► This year, our annual Rendezvous will debut in the superyacht playground of Kotor Bay, Montenegro. This event is renowned for providing owners the opportunity to parade their yachts in the company of like-minded peers. A first-class programme of events concludes with a glamorous party at the exclusive Lido Mar Pool Club.

superyachtrendezvous.com





Necklace with morganites and diamonds, €232,100

Earrings in rose gold with diamonds, €16,200

Wing ring in noble gold with diamonds, €4,100



Earrings in yellow gold with citrines and diamonds, €20,900

50

A very happy birthday to Princess Yachts, half a century old this year!

Flying high

The sky is the limit when it comes to Brazilian jeweller H Stern's Rock Season Collection. Butterflies, birds and – as of this spring – bees reflect the seasons, caught in flight in “hot” and “cold” shades, stones and metals.

But rather than rely on purely romantic motifs (though they are undoubtedly there: see the wistful luminous drop earrings incorporating yellow gold and cognac diamonds, as above), the jewellery house has injected elements of punk rock too, to add

“progressive spirit to the jewels”, it says.

It certainly works. Its stand-out piece of the season, the “maxi necklace” (above left), is as much rock chick as it is princess: seamlessly blending its signature Noble Gold, mixing white and yellow gold, with cognac diamonds and 15 rectangular smoky quartzes. These are pieces for anyone looking to fly or sail towards the horizon – or dream about it, at least. *The Rock Collection is in stores now. hstern.net*



The Antarctic images in Art Arktis are almost more painting than photograph

coffee table



► **Gnarled hunks of ice in graphic definition, packed snow with turquoise depths, churning monochrome seas... the riveting shots in Art Arktis often look more painting than photograph. Captured by Dietmar Baum and Tini Papamichalis, they are a spellbinding exploration of Antarctica's otherworldly landscape.** Art Arktis, £65, teneues.com



Chef's corner

Chef Guy Kidd, from the 90m motor yacht *Nero*, grew up in New Zealand and worked in restaurants for seven years before landing his first job on a motor yacht.

► **I worked in fine dining** in New Zealand, London, France and Italy before yachts and while that was great fun, yachts are different: people are coming on for a holiday and I have to think, “How will I make these people happy?” **You have to be flexible** – I’ve often had guests ask for something

I haven’t prepared – like sushi or soufflé. **I love working with fresh fish.** Whenever we get into port I tell local fishermen, “Whatever you catch, call me.” **The strangest request** we’ve had was to serve a floating breakfast – we set up an inflatable table in a remote bay in Turkey – until a thunderstorm rolled in! We also had a request for a Yubari King melon, which comes from a small town in Japan. The farmer cuts off all but one fruit from the tree so all the vital nutrients concentrate on that melon. The result is an exceptionally smooth, fantastic flavour. But it’s not cheap – starting at €2,500 for a single melon!

Spotlight ► Seriously for sale



SS DELPHINE: €19.75 MILLION

► The 78m steam-powered yacht *SS Delphine*, listed for sale by Northrop & Johnson, has recently had a €16 million price drop. Built by US yard Great Lakes Engineering Works and delivered in 1921, *SS Delphine* is the largest steam ship yet built in the US.



MUSTIQUE: €23 MILLION

► International Yacht Collection announced a €4 million price cut on its listing, the 55m *Mustique*. Formerly known as *Mia Elise*, she was built by US yard Trinity Yachts and delivered in 2005. She accommodates 12 guests in six cabins.



ANASTASIA: \$110 MILLION

► Edmiston & Company reported a currency switch from euros to dollars on the 75.5m *Anastasia*, with a consequent price drop of €32 million. Built by Oceanco in steel and aluminium, she has seven decks of accommodation.



NASSIMA: €19.9 MILLION

► The 49m *Nassima* had a further €4 million price drop at her joint listing agents bluewater and Ocean Independence. Built in aluminium by Acico Yachts, *Nassima* was launched in 2012 and has accommodation for 12 guests.



SWEET DOLL: €14 MILLION

► The 46m *Sweet Doll* had a €1.9 million price reduction at Moran Yacht & Ship in Fort Lauderdale. She was built in aluminium by Heesen to ABS class, delivered in 2003 and extensively refitted in 2006/2007. Accommodation is for 10 guests in a master suite, VIP and three doubles.

3D printing

No one's more excited about this than Dutch design firm Vripack, which is now designing yachts with 3D printed parts. The company says the technology is already in place to print a whole yacht. It just needs the right owner...



SeaBobs

It's a takeover. In the Caribbean, kids buzz around endlessly with them. And you can get lessons on Isle de France beach

Rotten Roach

As worn by Kate Moss, Lindsay Lohan and Heidi Klum, these are the go-to shirt for fashionistas on the top deck

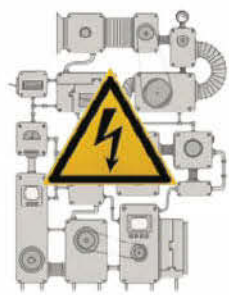


What's hot
&
what's knot



La Belle

The superyacht designed for women had the women in our office wondering why it needed to be quite so bling. You should see the inside...



Engine rooms

What!? Designer Greg Marshall says that with hybrid power and solid-state air-conditioning, big engine rooms could be a thing of the past



DRAWN TO BE WILD

Dutch builder Oceanco has unveiled a 107m concept that its designer Ken Freivokh describes as "a surprise and rule breaker".

The Stiletto motor yacht design apportions unusual importance to the foredeck: with a generous outdoor terrace protected by louvred shades, a swimming pool, waterfall feature and extendable helipad. Aft deck space is impressive, with pool, dining and bar areas, big beach club and gym. Inside, things stay unorthodox: a double-height saloon with a mezzanine and an eye-popping multi-storey atrium. "With balconies over double height, a handsome spiral staircase and a massive skylight, it is an exciting and lovely experience to move between levels," says Freivokh.

The 15.3m beam allows a sprawling master suite with a private exterior deck and spa pool. There are six guest cabins, plus a VIP convertible into two guest cabins. freivokh.com; oceancoyacht.com

\$13,750

The final bid price at auction for John Jr and Caroline Kennedy's childhood sailboat, *Scallop* – a 3.7m dinghy



Gavio goes Stateside

The Gavio Group is set to buy US builder Bertram from the Ferretti Group.

Argo Finanziaria, a holding of the Gavio Group, has signed a letter of intent with Ferretti to take over Bertram. The Gavio Group, owner of Italian builder Baglietto, sees the acquisition as a chance to widen the types of yachts it can offer and enhance its reach into the US market.

Since the Ferretti Group acquired Bertram in 1998, production has focused on its line of sportfishing yachts. Gavio Group's acquisition of Bertram follows the takeover of Cantieri Cerri in 2011 and Baglietto in 2012. bertram.com

► More yachting chic from Ralph Lauren Home: use these luscious graphic island prints, inspired by the Riviera's harbour towns and island cruising, to cover cushions, make up the bed, or simply throw over a breakfast table. Overlooking the sea. In your bikini. With the rest of the day ahead of you... ralphlaurenhome.com



Weigh Anchor
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38.75 m ALYSSA

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Russell Coutts has earned the right to be a lot more intimidating than he is. This, after all, is the most successful America's Cupper in history, as both sailor and CEO, the mastermind of arguably the most thrilling comeback of any sporting event ever and the man who annihilated Dennis Connor's Stars & Stripes team in 1995, sailing the Auld Mug away from US soil for the first time since 1983. He won the Cup again as skipper in 2000 and defended it in 2003. Moving shoreside as CEO, he led BMW Oracle Racing to victory in the 2010 Cup and repeated the feat at the 2013 event with Team Oracle USA, coming back from an 8-1 deficit to clinch victory 9-8. History says he's invincible – he's never actually known defeat in the America's Cup arena.

So it's refreshing to find not even the hint of a strut as we meet in a trendy North London hotel. He welcomes me to his table with a big Kiwi grin, then it's straight down to business: who would win on the water – him or Ben Ainslie, both famously gold medalists in the Finn class at the Olympics? Coutts laughs, "Come on. I won, in what, 1984? He's won four gold Olympic medals and a silver.

I don't even compare with him in terms of Olympic sailing. He's got by far the best record in sailing, and I don't think it's the end of it yet. He's got all the skills needed to lead a team. He's got the respect and technical knowledge."

And Coutts would know. He was the man who threw Ainslie onto Oracle's boat as tactician when it was all one-way traffic for Emirates Team New Zealand in the 2013 Cup in San Francisco Bay. With Ainslie in the game, Oracle clawed back ground and racked up victories: from 5-0 down, it went to 6-0, then 6-1, 7-1, 8-1 – but then came an extraordinary run of eight victories in a row for Coutts' team. "I

don't think there are many people that could have jumped on the boat like he did. He hadn't even looked at the software beforehand, so he was running around the day before the first race trying to learn it all, which is critical because you've got all the electronic boundaries and that sort of thing. And he and skipper Jimmy Spithill hadn't sailed together before and I don't think he'd thought about doing tactics until being placed on the boat. He had hiccups in the early races but by the end of the series he was totally dominant."

This all bodes well for the best organised and financed British assault on the Cup in its history. The prospect of Ainslie and Coutts going head to head is mouthwatering. Coutts makes no bones about Ben Ainslie Racing being a threat to his team's dominance. "Never has there ever been a British bid that has this chance of winning. What the Cup needs is not a whole bunch of uncompetitive teams, but more competitive teams, so you get great racing. Ben Ainslie Racing is going to be around for a long time and it's going to be competitive, just because of the sort of guy he is."

If 2017 is shaping up to be the most competitive Cup in recent history, it will also be the most commercially driven, with NBC recently securing the rights to broadcast it in the US. Coutts is leading the charge on the commercial front, wearing two hats as boss of Oracle and director of the America's Cup Event Authority. He himself sees no conflict of interest: "What we've done is separate the competition side from the commercial side and most people don't understand this. On the competition side, it's one vote per team, but on the commercial side it's not a bad idea that one entity controls the rights because it's the fastest way to move things forward." And things are moving fast, helped by the partnership organisers have forged with the government of Bermuda, location of the 2017 event.

"We didn't even consider Bermuda at first. But the more we went through the venue process the more it became a real possibility. It's got limitations in things like accommodation, but when you look at timings for broadcast for Europe – and most of our event sponsorship will be European based – that becomes a very

important factor. And if you look at the major markets in the US, the East Coast is still by far the strongest. When we announced Bermuda, there were a lot of very happy people on the East Coast of the US," he says.

The timing of the event in June is crucial too – the result of a big lesson learnt from 2013. "Last time, a group of sailors and other people decided September would be a very good time to run the Cup. And guess what? It was the start of the NFL season, so we had more viewers watching the Newport America's Cup World Series event than the America's Cup finals." Timing it in June will also catch a lot of yachts

transiting back across the Atlantic for the Med summer, and this is a key target crowd for Coutts. For the first time in 80 years a J Class regatta will take place between the Cup playoffs and finals.

It's hard not to believe the hype: Coutts' vision and focus for the Cup are singular. It's all born of a simple philosophy, one he shares with the owner of Team Oracle USA, Larry Ellison. "I asked Larry a few months ago, 'How did you do it in business?'" Coutts says, "he started giving me some long explanation and got quite technical and it must have been pretty obvious that my eyes were glazing over because he stopped and said, 'You know what? Forget everything I've just said. All that stuff doesn't matter. There's one thing: never give up.' And I think I've been pretty determined, too."

Determined enough to get back on the water racing? That's something he's more than happy to leave to the younger guys, even if he admits to feeling that twinge every time he sees his team screaming along at 45 knots: "Are you kidding me? Being out there would be freakin' awesome." And you suspect that if he did take the helm again, it would still take something pretty special to upset his extraordinary run of victories. ■

Captain America

In our exclusive interview, Russell Coutts, the most successful America's Cup competitor in history, tells Stewart Campbell why Britain should dream big



Clockwise from left: Coutts aboard an Oracle Racing AC45 during a 2011 World Series event; Bermuda, glamorous – and commercially viable – venue for the 35th Cup; Coutts helms Alinghi during the 2003 Louis Vuitton Cup; carried high in celebration after winning the 1984 Olympic Gold medal in the Finn class; Team Oracle USA vs Ben Ainslie Racing – a mouthwatering match-up



“Never has there ever been a British bid that has this chance of winning. What the Cup needs is not uncompetitive teams, but more competitive teams”



Six of the best

Superyacht slides



• Yacht Club de Monaco

This monster 15m FreeStyle Cruiser slide was hung off the third floor of the yacht club to close the 2014 race season. Not a boat – but definitely amazing.

• Helios

Curved slides are the latest and coolest thing in falling overboard. FunAir fitted this one to the 59.1m Oceanco.

• Triple Seven

From sundeck to water in a few short seconds – this big slide alone is almost worth the €448,000 charter fee!



• Aurelia

Non leg-supported slides like this are now common and perfect for smaller, low-slung yachts, like this Heesen.



• LazyZ

This was the first sealed-air inflatable slide delivered by FreeStyle and it really kickstarted the slide revolution. Although six years old, it's still one of the best.



• Amaryllis

Leg-supported slides are the option for bigger boats, generally coming in at over 12m in length. They're a very popular option and a charter must-have.

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BOAT LIFE

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THIS MONTH: What's next for luxury car maker Bentley, board games for the high seas and the enduring appeal of the Breton top



The story behind the picture



The next time you see a model wearing something “naval” on the catwalk, consider that the whole style began with a couple of British sailors sitting in a coffee house complaining that their onboard attire wasn’t fancy enough, according to the new book *Nautical Chic* by historian Amber Jane Butchart (£24.95, thamesandhudson.com).

It was 1746, Britain was growing fat with Empire and a group of officers wanted sartorial segregation from the lower ranks.

The Admiralty asked the officers to submit designs and the one they went with is thought to have been put forward by Captain Philip Saumarez. The uniform became standard issue the next year, introducing such flourishes as the laced and spangled blue jacket, frock coat and the mariner’s cuff.

Blue was chosen, despite submissions for grey and red uniforms. This may have been down to growing trade with India and the plentiful supply of indigo making its way to British wharves. The French had full uniform standardisation in 1764, but it took them to come up with that classic naval embellishment: the epaulette.

The shoulder board was quickly copied by the British and it became regulation from 1795 to 1959. Nelson wasn’t a fan, decrying what he called “Frenchman’s uniform”. But as a way of quickly signifying rank, the epaulette was clearly better than the existing system of buttons and the cut of lapels. It definitely worked – just take a look at the previous page.



Design driven

A big year for Bentley is being led by its director of design, Luc Donckerwolke. *Stewart Campbell* meets the man charged with keeping the brand at the top of its game

Luc Donckerwolke is not an easy man to shop for. Bentley’s director of design is a self-confessed designaholic and can sometimes be found in department stores reproaching his wife for suggesting they buy an appliance merely because “it works”. “I say, do you really want this in your environment? There’s so much bad design out there. I have the same problem when a friend shows me their new car,” he admits. It’s not snobbery, he insists, just a faithful appreciation of what constitutes good design – in short, something that will look as good

in 10 years as it does today. “Most design isn’t design – it’s marketing,” he says. “Most cars are only trying to make a visual impact. Without a strategy behind it it’s just show business.”

We meet in Bentley’s new CW1 showroom near its Crewe factory, home of the luxury marque since 1938, and are surrounded by Continentals, Flying Spurs and top-of-the-range Mulsannes. Donckerwolke beckons me over to a plum-coloured Continental GT Speed. “Look at the perforations in this seat,” he says. “They run parallel to the stitching and stop before it. We are the only ones doing

Donckerwolke's favourite clothing designer? Tom Ford, the man behind these aviators. Right: Grcic's Table_B



that." The quality is indeed impressive but you'd expect it to be when forking out up to £250,000 for a top-spec Mulsanne. But it's more than just a commitment to the best: you feel with Donckerwolke that it's something integral, part of him – in his veins.

Peripatetic is the best way to describe his upbringing. The son of diplomats, he spent his youth between South America and Africa. Ten schools before he was 18, from Paraguay to Rwanda, got him hooked on culture shock and gave him a yearning for the "new". "I love new places, new smells, new noises," he says. "New cultures always make you question who you are and what you are." It's led to a process of constant examination, something Donckerwolke has used to great effect with the big Bentley rollout for 2015: its first SUV, the Bentayga. "This car creates a whole new niche, which as a designer is very challenging. It has to do everything you expect of an SUV, but with a level of luxury and serenity that you've never seen before. Every day I'm thinking, 'Is it sporty enough?' 'Is it luxurious enough?'"

You can't call the Bentayga a complete Donckerwolke, since he joined the company in 2012 when the concept was in planning, but the big surprise Bentley's planning for this month's Geneva Motor Show is all him and his team's work: the Crewe company's first two-seater since the 1940s. Known by its project



Vertu's smartphone in collaboration with Bentley costs a whopping £10,700



The Bentley Infinite eau de parfum was developed in association with Art & Fragrance



name, the EXP 10 Speed XI will lay down a marker for the car maker. "The show car is directional. It's not contradicting what's gone before but it's a new projection of the brand's DNA," he says. "We're working with a richer palette of form – there's a more muscular and sexy language and it's more expressive. It's going to be interesting seeing the reaction!"

Cars are Donckerwolke's medium – "I've always been a car fanatic" – but he casts a designer's eye over the watercraft he sees from the balcony of his holiday home in Sitges, to the south of Barcelona. This isn't a part-time interest, either. When asked to name his favourite yacht designer, he doesn't hesitate: "Luca Bassani". Bassani is the brains behind Monaco's WallyYachts and some of that company's sharpest output. "Wallys make a really strong statement. They're not things that have been designed and then furnished. The exterior and interior make a single statement – and what a statement." The Riva Aquarama is another favourite, but the boat he sees every day (he's got a big model of it in his home) is a tiny hydroplane from 1953, called the Arno XI. The fastest boat ever in its class, clocking more than 150mph back in the 1950s, the boat "has a sculptural quality", says Donckerwolke. "It's provocative."

There's a certain synergy between these boats and the furniture that he most admires, mostly from Konstantin Grcic. Donckerwolke owns a number of Grcic pieces, including Table_B and a number of Chair_Ones. He loved the chairs so much he reached out to Grcic and told him he would have loved to have them for the Lamborghini projects he was working on at the time. "Then he said, 'I was thinking of your Lamborghinis when I was designing it!'" Donckerwolke laughs. "It inspired me, but I inspired it." Another fellow designer he admires – and counts as a friend – is Apple's almost demi-divine Jonathan Ive.

Ive, it turns out, is a Bentley owner. "He drives a Mulsanne," Donckerwolke says. "We configured it together. All the people around him are car fanatics too." With Ive's famous love of the curve, it's a sure bet he'll be a fan of the concept two-seater Bentley being unveiled this month in Geneva. And if you're looking for a congratulatory present for Donckerwolke, perhaps he's not so hard to buy for after all. But get the chequebook out – those Grcic chairs and Ive iThings don't come cheap. ■



Monaco's WallyYachts are an inspiration: "I couldn't stop watching videos of them," Donckerwolke says

Design heroes

*Andrew Winch on his favourite piece of design,
a custom-made suit by Richard James*



Four Barographs have always appealed to me. This one lives on my classic yacht Firebrand in the summer, and then moves to my design studio when the yacht is laid up over the winter. From my earliest childhood, I remember being fascinated by their intricate yet easily understood mechanism. And the fact that the British Isles are dominated by such changeable weather dependent on pressure systems sweeping across the Atlantic also makes it a handy piece of kit to keep on a yacht. Early barographs were driven by clockwork, but mine is a German-made electric model from the last 1990s. Its link to my 13 metre Sparkman & Stephens-designed yacht (built in wood by Lallows of Cowes in 1965) makes me extra fond of the instrument, and it's always a nice reminder of sailing days when sitting in position in my office over winter. I was brought up in the Home Counties and I'm sure my initial love of the sea was down to frequent visits to the Maritime Museum at Greenwich as a child. Nearby is the Royal Observatory, also



*Richard James bespoke suit,
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Drink

A bit on the portly side

The image of port has changed – and so have those who drink it, says Jonathan Ray, while Porto is one of the best places to, er, refuel...

When sailing south to the Med for the summer, I can think of few finer places to pop into than Porto and Vila Nova de Gaia, the twin towns that straddle the mouth of the Douro river in northern Portugal.

Not only was Douro Marina refurbished a couple of years ago, now boasting a refuelling facility easily long enough to take a large superyacht, but Porto itself is also perfect for a different type of refuelling – stocking up on the wine that bears its name.

Figures just released show that sales of fine vintage and tawny port are on the up after years of decline. Once the preserve of elderly St James's St clubmen slumped in leather armchairs, fine ports are finally being rediscovered and appreciated by a whole new generation and where better to rediscover and appreciate them than in Porto itself?

Today, thanks to the fact that the British have been in Porto since the 17th century, the best-known port producers and shippers sport such British names as Taylor, Graham's, Warre, Croft, Churchill, Smith Woodhouse and Gould Campbell.

These port producers and shippers are delighted at the quality of the 2011 port vintage (the most recent to be "declared" and made available) with many claiming it's the best port vintage for

50 years. *Wine Spectator* named Dow's 2011 Vintage Port as its 2014 Wine of the Year.

The grapes that go to make these fabled fortified wines are grown in vineyards on the steep terraced banks of the river up in the Douro Valley. The wines are made there, then placed in barrel and brought to the many port lodges in Vila Nova de Gaia to mature.

Great tawny port will spend up to 40 years in barrel, be full of nutty raisin and toffee flavours and won't improve once bottled; great vintage port (only produced in top years) spends two years in barrel before being bottled and should be richer, denser and full of dark bramble and plum fruit. It will still improve decades after bottling.

Tawny port is excellent lightly chilled with puddings; vintage port is perfect with chocolate-based desserts (notoriously tricky to match with wine) or stinky blue cheeses.

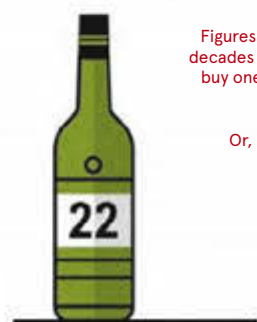
But look too for white ports such as Taylor's Chip Dry – an excellent on-deck aperitif, especially when served as a "Porto Tónico", half and half with tonic, ice and slice of lemon. Or try the newfangled but really delicious pink port. My favourite is Croft Pink, delicious served straight from the fridge over ice.

At its best, port is one of the great wines of the world and it's sad that for many it's considered simply as a sure-fire route to a hangover. If you knock back the port having already drunk a couple of Martinis, some Champagne and several glasses of white, red and dessert wine then, yes, you will get a hangover. A big one.

Just don't blame the port; the damage has already been done. ■

PORTONOMICS: How to spend £3,000 on port

Figures just out show port sales firmly up after decades in the doldrums. To celebrate, you could buy one bottle of exquisitely rare 1863 Taylor's Very Old Single Harvest Port. justerinis.com, £3,000
Or, for the same price, you could buy...



22 bottles of 1963 Croft, a classic port from an exceptional year that is, remarkably, only now hitting its prime. corneyandbarrow.com



157 bottles of 2008 Quinta do Noval Late Bottled Vintage Port, a rich, meaty, but wonderfully fresh unfiltered "baby vintage" port. thedrinkshop.com



81 bottles of Graham's 20 Year Old Tawny Port, an impeccable tawny, full of nuts, raisins, toffee and Christmas cake. thewinesociety.com

An aerial photograph of a luxury motor yacht, the Alen Yacht 55, cruising on the ocean. The boat features a light-colored hull, a dark blue cabin, and extensive teak decking. It is equipped with multiple seating areas, including a large L-shaped sofa at the stern where a woman is relaxing, and two smaller sofas further forward. A large, dark blue canvas enclosure covers the cockpit area. The boat is moving at speed, leaving a white wake behind it. The name 'T/T PANTHALASSA' is visible on the stern.

A

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55

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“WHAT, THIS OLD THING?”

The fact that there are no 18th century superyachts does not mean antiques should stay on land, say a group of designers and experts who are seeing a surge in demand for antiques on board.

Risa Merl investigates

It was an accidental find. Something glinting in the background of a dusty and aged family photograph unearthed during historical research: a Georgian-era, gilded mirror that was a clue to an heirloom no one knew existed. A hunt for the object ensued, leading to an attic where damaged and unloved items were sent to be forgotten.

But the piece was destined for a second life, and one at sea, no less. Its owner brought the piece to antique purveyor and restorer David Burton. “It was rather badly damaged,” Burton says. “He came to me wanting to restore it and I thought it was for his house, but this guy’s an owner of several toys and one was a yacht.”

In a world where new seems to garner more respect than ancient and sage, it’s replicas that are more often found in superyacht interiors than antiques. Burton is seeking to change this. His company, Onlyacht, sources antique objects and his team of conservators strengthen and adapt them for yachts.

“I noticed nearly all of the [yacht] interiors were entirely reproduction,” he says. “To the connoisseur, reproduction articles are brash, gaudy and lack the delicate patina and stylistic elegance of the real thing. The gentle fading, natural [wear] produced by years of use, and most of all, the fact the object was produced by

a true craftsman of his time, are factors that are almost impossible to reproduce.”

What makes for a coveted or beautiful antique is entirely subjective, of course. “Something just speaks to you – it has good style, quality, and feel to it. I don’t understand how people buy online; I have to see it and feel it in person,” says Phyllis Washington, who, together with husband Dennis Washington, calls superyachts *Atessa III* and *Atessa IV* her homes at sea. An antiques dealer in her own right (Maison Felice) and interior designer, she oversaw the interior design for both yachts and imbued antiques into her styling.

“On *Atessa IV*, I used a lot of art deco – it’s a sleek look,” she says. “In reality, art deco is not antique because it has to be 100 years old; in today’s world, most would call it vintage.” Washington is fond of the sleek art deco style. “I have some beautiful pieces in our boat: large consoles are on both sides as you walk in the door of the main saloon,” she says.

She shies away from the blonde woods of the 19th century Biedermeier style and, while she personally enjoys French, country styling, “the curved French furniture doesn’t really fit the style of yachting”, she says. “Luckily, I have a house where I can put my finds.” Washington also deems the Louis XIV era too gilded, and often too over-the-top for yachts. She did sneak a Louis-style desk into one of the bedrooms on board a yacht, “but I wouldn’t try to do that in many places!” she confesses.

Karen Poulos of Karen Lynn Interiors disagrees. She describes the classical French style of the Louis XIV, XV, and XVI eras as “timeless”. She sources many of her best finds in France, including her most precious, a 17th century clock in working condition.

One thing that Burton, Washington and Poulos all agree on is that the most sought-after items for yacht interiors are art deco pieces. Case in point is the recent refit of the 52 metre Amels *Marjorie Morningstar*,



Atessa IV features a lot of art deco, to go alongside this distinctive Chihuly chandelier

now *Felix*, which has been redesigned to incorporate references to classic ocean liners. Working predominantly with Valerio art deco in Miami, art deco-style lights, two chairs, a coffee table, bronze sculptures and a vase from the SS *Normandie*, specially designed by Edgar Brandt for its First Class cabins, were all procured for *Felix*'s interior by her owner and Creg Richard Design.

Lacquered art deco pieces can wear better than their wood counterparts, which must be meticulously maintained, kept up with the proper polishes and "loved and taken care of like a pet", Washington says.

Perhaps surprisingly, she believes a yacht interior can be the perfect climate to host antiques. "The larger boats are climate controlled so well that it's no different from a home." And the fact that some sea air might seep in is actually a blessing - in moderation. "In fact, it's better for antiques to have moisture," she says.

Onlyacht's terms and conditions specify that for a successful installation, the yacht's interior must remain between 19 and 23 degrees Celsius with a humidity of 50 to 60 per cent.

The other consideration is motion and vibration. "This is the main part of our solution," Burton says, "providing additions to the structure of the furniture and other objects, which allow us to fix the object to either the cabin wall or floor."

For yacht owners or interior designers looking to delve into the use of antiques, less is often more. "The younger generation isn't into antiques - they want straight furniture, modern, but if you put one piece in the room, a desk, a coffee table, a console - it's a statement piece, so when you come into the room it goes, 'wow!'" says Washington, who also employs antique accessories liberally on her yachts: *Atessa IV* has a 19th century English fireplace in the main saloon - a further example as to why it can be better to resist the modern inclination to glorify the new. If it's broken, fix it. If it's old, restore it. Pieces with provenance add character to a yacht's interior - and often have amazing stories to tell. ■



Above: Miami is famous for its art deco architecture.
Below: *Atessa IV*'s lobby central stairway and Botero sculpture



"The gentle fading, natural wear produced by years of use, and the fact the object was produced by a craftsman of his time, are almost impossible to reproduce"



Which era are you?

Classical French

Louis XIV ruled France for more than 70 years until 1715 - as did the period's ornate Baroque furniture. Rounded edges and curves are carved from walnut, ebony and oak with scrolled legs and plenty of gilding.

Georgian

Pieces with provenance from 1714-1837, under the reign of the three King Georges, grab this title. A response to Baroque, which George I detested, the style is delicate and light with a focus on symmetry and harmony.

Art deco

Roaring in from 1920s Paris and petering out with the Great Depression, the bold, colourful and patterned art deco style was popular on the elegant ocean liners of the era.



Felix has been redesigned to incorporate art deco references

Interiors

Bored on board?

Stylish, clever, compact, bespoke... High-spec indoor games can keep guests amused for hours, says Daisy Bridgewater



Hot property

Whether it's an ostrich skin backgammon board or diamond-encrusted chess set, the sky's the limit with bespoke leathersmith Pemberton and Milner, which delights in adding contemporary, highly bespoke tweaks to traditional games. pembertonandmilner.com

Roll with it

Any leather can be applied to the borders of the exquisitely made Evolution games table to fit with a particular design scheme. Lift the walnut top to reveal a backgammon board, inlaid with cross-banded eucalyptus. Contained in the drawer are a set of backgammon stones, a pair of leather dice cups, a set of dice, and a pack of bridge cards. From £13,500, davidlinley.com

Changing tables

The You and Me by APO is a sleek, modern take on a classic table tennis table, and its removable net and side drawer mean it can be effortlessly converted into a desk or dining table when the mood is not right for ping pong. Available in black or white, with a steel frame and iroko wood legs, and in three sizes. From €1,650, rs-barcelona.com

Sounds awesome

The Split-Box media centre console contains all your onboard digital entertainment within a simple Corian box (available in over 100 colours). It can be used as a stand-alone unit, or integrated as part of a multi-room system, and offers everything from a HD smart TV to cable-free WiFi and wireless networking. POA, peter-harvey.com



Inside deal

There are 25 games incorporated into the award-winning, hand-inlaid Game Cube from Geoffrey Parker: six gaming boards on the outside and a further 19 contained within. From £11,445, geoffreyparker.com



Baize of glory

Sir William Bentley Billiards handcrafts dual-purpose, precision engineered dining/billiard tables, which can be converted simply and safely from one state to the other using their patented roll-over mechanism. Each table is made to individual specifications: visit billiards.co.uk for commissions.

Be the Captain of your yacht with Lizard Marine.



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...and much more!

Lizard
MARINE

Beauty

Art of scent



Give your cabin and bathroom an olfactive makeover with *Olivia Falcon's* choice of new fragrances



So, you've bought your dream boat: interior by Rémi Tessier; tender by Pascoe; art by Picasso. All very impressive, but if you really want to spoil your guests, you need to thrill them in the bedroom. New luxury options for scenting cabins and bathrooms abound this spring, so don't be shy.

Let's start in Paris, home to fine fragrance and the rather fabulous cosmetics shop **Buly 1803** (buly1803.com) – as the name suggests, this illustrious brand has been going for centuries and still offers the chicest **hand creams** (€28), most whimsical **soaps** (€25) and even fragranced **matches** (€12). Everything is made to the old historical formulations; alcohol, parabens and silicones are eschewed in favour of skin healing clays, fragranced waters and aromatic oils. You also get to choose your own labels to personalise products.

Back in Blighty, the very English tradition of taking tea has been elegantly transported to the bathroom, with T London, a new bath and body line that blends the reviving aromas of the Darjeeling leaf with twists of orange,

lemongrass and nutmeg. The **bath and shower gel**

(£3.50, t-london.com)

leaves the most weather-beaten skin feeling soft and fresh.

Speaking of fresh, no bathroom should be without **Aesop's Post-Poo Drops** (£20,

aesop.com), fun essential oils you drop down the loo post-visit, to ban any unpleasant odours. Just try not to smirk.

Aesop has also introduced a **Composure Aromatique Room Spray** (£23, liberty.co.uk), a fusion of geranium, bergamot and cedar that imbues rooms with spa-like calm.

Also on your shopping list should be Jo Malone's **Wanderlust Night Jasmine** and **Oregano Linen Spray** (£42, jomalone.co.uk) – the perfect bedfellow for crisp Frette sheets.

Fans of Diptyque will love the new **Eau Plurielle Rosafolia** (£55, spacenk.com), a multifunctional fragrance that combines the green scent of rose and ivy to instantly freshen up the stuffiest of spaces. It can be sprayed on clothes, linen or even skin.

To bring a touch of magic to cupboards try Frédéric Malle's new **Rosa Rugosa Rubber Incense** (£70, liberty.co.uk). A modern take on the traditional lavender sachet, Rosa Rugosa evokes the dry, cold scent of wild rose bushes growing against the wind on the Atlantic coast; the recyclable rubber mats subtly scent without overpowering.

You probably won't be able to put down Malle's new **Jurassic Flower Perfume Gun** (£95), either. Originally designed for applying scent to hotel rooms, it has notes of citrus fruits, lavender, sweet peaches and apricots that bring inside the freshness of the great outdoors.

Problem? Solution

Pool of Purity Skin Healer Exquisite

Hand-blended by leading reflexologist Andrea Hurst, this cooling, non-greasy gel calms irritated skin, and soothes allergic reactions and eczema. £55, poolofpurity.com



Bumble and Bumble All Style Blow Dry balm

£23, bumbleandbumble.co.uk. UVA and UVB filters protect hair against sun exposure and the hair-dryer.



Pommade Divine

£20, liberty.co.uk. An ancient balm for modern problems. Treats sunburn, insect bites, blisters, grazes, bruises, rashes...



Pucker up: six of the best spring lipsticks

ALL-ROUNDER

Chanel Rouge Coco in Olga

The range's 29 shades are named after Coco Chanel's close friends. They smooth roughness and ensure pigment stays put and won't "bleed". £26, selfridges.com



STATEMENT LIPS

Kevyn Aucoin Matte Lip Colour in Blood Roses

The ultimate party partner in crime. It has a matte formula, and contains emollient ingredients to minimise wrinkles. £26, spacenk.com



HYDRATING

Estée Lauder Pure Color Envy Shine Sculpting Lipstick in Empowered

This innovative formula has special time-released moisture spheres that continually hydrate lips for the softest pout. £25, harveynichols.com



LONG WEARING LIP

Elizabeth Arden Beautiful Color Moisturising Lipstick in Raspberry

This has a maxi-lip peptide that stimulates collagen to plump and moisturise lips – plus argan oil and vitamin E for a soft suede-like finish. £21, harrods.com



NUDE

Nars Liguria

This covetable caramel imparts freshness and luminosity. It also complements most skin tones and won't wash you out. Pair with Nars Belle De Jour lip liner. £19.50, selfridges.com



DAYTIME POUT

Rouge Dior Baume in Gala

"I dream of making women not only beautiful but also happier," said M. Dior. This rosy red is sure to make you smile. £26, selfridges.com



CODECASA 43 *Vintage Series Full Beam*



CODECASA
SHIPYARDS SINCE 1825 

info@codecasayachts.com www.codecasayachts.com

Ship shape

Hiit the gym

With high-intensity interval training (HIIT), bursts of activity can have dramatic effects, says the team at London's exclusive KX Gym

As the name suggests, high-intensity interval training (HIIT) involves short, sharp drills with rest in between to almost fully recover. As a rule of thumb, you will work for 20 seconds and have an "active rest" for 90 seconds.

You need a towel, a step (ideally with raisers) and a mat, and should aim to complete three to four rounds of each exercise before moving on to the next. The intensity and impact of each exercise increases over the course of the workout.

Before you begin the circuit, warm up by doing alternate step-ups on the step for five minutes. This will also be your "active rest" exercise, though that will be for 90 seconds, rather than five minutes.

In and out prone thrusts (20 seconds)

- Start in a press-up position with your hands on a bench and feet on the floor placed just over hip distance apart with your toes on a towel. Slide and bend both legs, drawing the knees into the elbows and then back out to straighten. Follow this by sliding your feet together and back out to just over hip distance apart. The two movements equal one repetition. Maintain a neutral back position and keep the core active throughout the set to protect your lower back.

Aim for as many reps as possible in the 90 seconds. Follow the exercise with your active rest: alternate step-ups for 90 seconds.

Running mans (20 seconds)

- Start with one foot on the step and one behind you on the floor, standing as if you are going to sprint. Alternately swap your feet by dynamically jumping one foot on and the other off the step, using sprinters' arm movements. Aim to complete as many reps as

possible in the time, keeping the posture tall and strong with your core contracted. Active rest to follow for 90 seconds.

Side to side prone bench jumps (20 seconds)

- Place your hands on to the bench towards one end, with your body along the length of the step and both feet on the floor to the left of the end of the step. Ensure your arms and core are strong before jumping, with both feet together, over to the other side of the step. Keep jumping the feet from one side to the other as fast as possible while maintaining good form. Contract your core throughout the exercise to protect your lower back. Follow with active rest for 90 seconds.

Bench burpee (20 seconds)

- Lay the bench sideways and place your hands on it, just over shoulder-width apart. The body is in a press-up position, with core braced. Squat thrust your feet to your elbows just in front of the bench. Dynamically stand up and jump on to the bench, landing in a squat position. Jump back down on to the floor and squat thrust in reverse back to the starting press-up position (you can add a press-up if you want to push it and add even more intensity). Keep the back in a neutral position and the core

as strong as you can throughout. Rest (with alternate step-ups) for 90 seconds.

Note: this workout is high intensity and high impact; consult your doctor before undertaking it. Intensity and impact should be built slowly and you should seek the help of an exercise professional to personalise your workout. To find out about KX, or to talk to one of its experts in health, fitness, beauty or well-being, go to kxlife.co.uk.

LINGUINE FASOLARI, TARTUFI AND PESTO

Ingredients

400g linguine
700g fasolari clams
700g tartufi clams
100g cherry tomatoes
20g chopped parsley
75cl white wine
250g basil
2 tbsp virgin olive oil
2 tbsp vegetable oil
25g toasted pine nuts
1 garlic clove
salt and pepper to taste
30g pecorino cheese
2 tbsp chilli oil
2 tbsp garlic oil

For the pesto

Blanch the basil in salted boiling water for 15 seconds; place it in iced water for 10 seconds. Drain the basil and place it in kitchen

roll, squeezing out any excess water. Place the basil in a blender with the garlic, pine nuts, vegetable oil, virgin olive oil, salt, pepper and pecorino cheese. Pulse gently to combine and to avoid overheating the pesto.

Method

Cook the linguine in boiling salted water for about 10 minutes until al dente. In the meantime, heat a pan with garlic oil and chilli oil. Add the fasolari and tartufi clams and cherry tomatoes and splash with white wine, cooking until the shells open. Discard clams that aren't open. Drain the linguine and toss with the clams. Add chopped parsley and drizzle with extra virgin olive oil before serving.

Life is full of colorful choices...




NUMARINE

www.numarine.com



Photograph - Guy Aroch

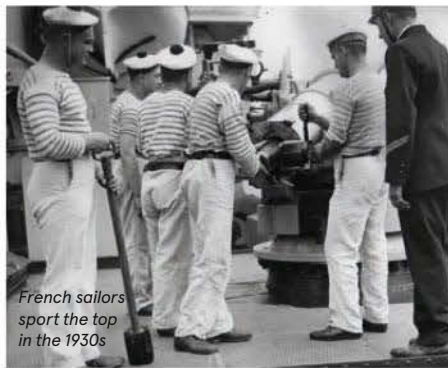
Nautical style notes

The Breton top

As universally chic as it is timeless, the Breton top began life as naval dress, says *Clare Coulson*, but has been a fashion must-have for almost a century

The original naval design – 21 blue and white stripes to represent each of Napoleon's victories – first caught on with fishermen when small firms such as Saint James in southern Normandy produced striped wool shirts for them. But it wasn't until the 1920s that the jerseys were adopted by the *beau monde*, and ultimately reworked by the couture houses of Paris. The move to mainstream came via American artist Gerald Murphy and his wife Sara, who moved to the Côte D'Azur after staying with Linda and Cole Porter in 1922. The couple were legendary hosts at their Villa America in Cap d'Antibes, entertaining a starry circle that included Man Ray, Picasso, Dorothy Parker, Ernest Hemingway and Zelda and F Scott Fitzgerald. In 1923, so the story goes, Murphy returned from a shopping trip in Marseille with Breton tops for all his friends. The rest is fashion history.

And not just fashion: Hemingway wore them on his honeymoon in Le Grau-du-Roi and, in *The Garden of Eden*, he described his lead characters as being the first couple to wear fishermen's shirts bought from the local marine supply store. In *Tender is the Night*, Fitzgerald



French sailors sport the top in the 1930s

Sphere of influence



The catwalk BRETON STYLE



2015
Chanel



2011
Prada



2006
Kenzo



Audrey Hepburn gives the Breton her seal of approval

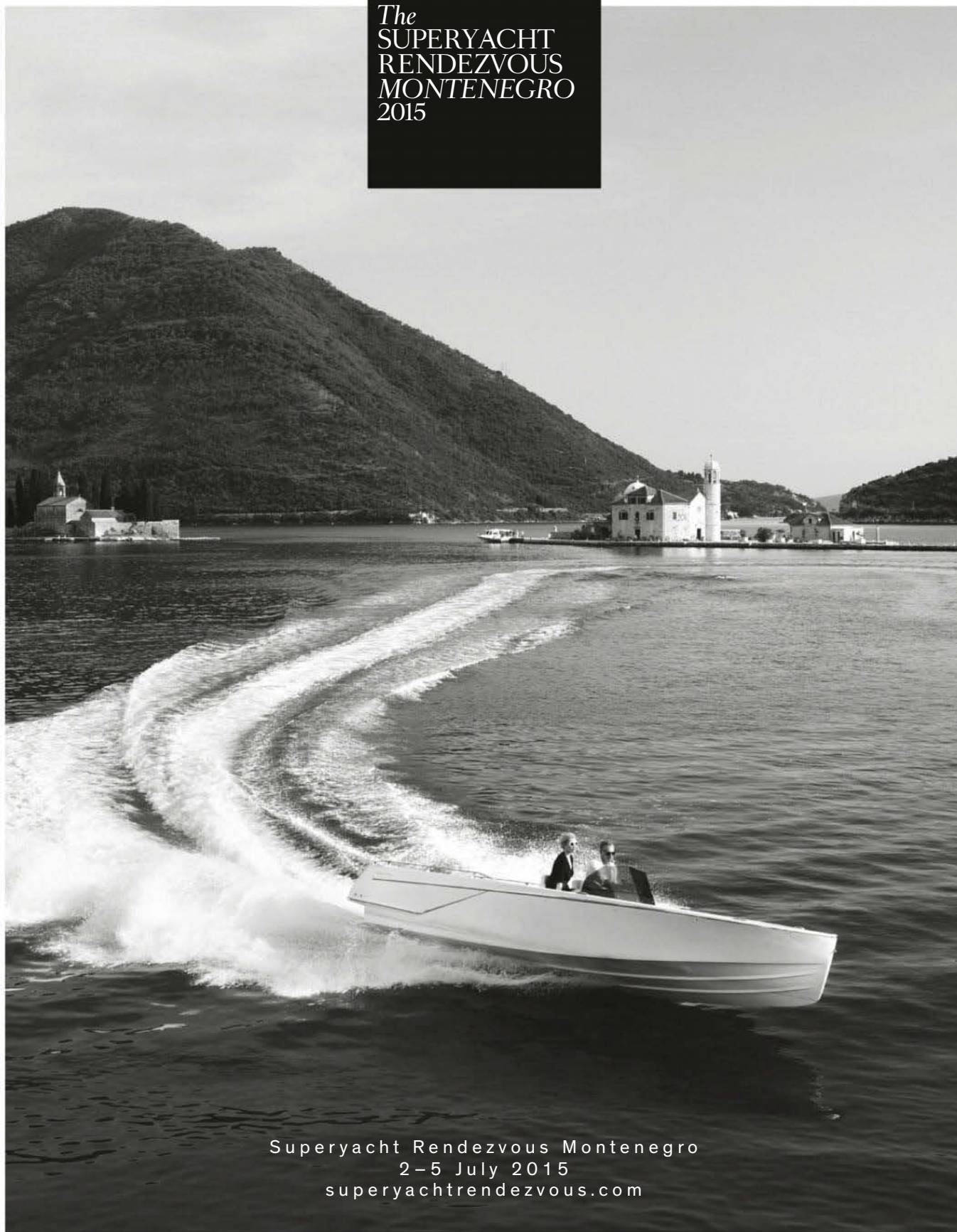
wrote about the humble sweaters picked up in Nice back streets that would filter into haute couture back in Paris; and Picasso wore his Saint James Breton in many iconic portraits.

But it is the fashion scene where it has serious history. Coco Chanel really launched the Breton stripe, swiftly including marine details in her collections and opening a resort boutique in Cannes in 1924 that sold striped tops and flared pants. Thanks to her, by the 1930s the Breton top was a mass-market trend and already had the makings of a wardrobe classic. As is so often the case, celebrity endorsement followed: who can forget James Dean in *Rebel Without a Cause*? or Jean Seberg, who paired hers with black cigarette trousers to sell the *Herald Tribune* on Paris streets in Jean-Luc Godard's *À Bout de Souffle*.

The Breton top hasn't been off the catwalks since – Jean Paul Gaultier (who rarely appears without his) has done full-length couture Breton stripes; the Chanel catwalk continues to celebrate its native *marinières* and for the rest of us those classic stripes from Saint James are as popular as ever: worn, as Coco did, with sporty trousers and a healthy Côte D'Azur glow.



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**SUPERYACHT
RENDEZVOUS
MONTENEGRO
2015**



Superyacht Rendezvous Montenegro
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superyachtrendezvous.com





Kit that rocks

Robert Johnston picks the eight key pieces that will last the season at sea

SKATE SHOE HERMÈS

French label Hermès is the most unashamedly indulgent fashion house around, and in its hands the street-staple skate shoe becomes the most extravagant way to step out in style this summer.



LINEN SHIRT FRESCOBOL CARIOCA

No one does beach life better than the Brazilians and there is a lot more to this Rio de Janeiro label than just swimming shorts. So when you come out of the water, pull on one of its perfect linen shirts.



STORM SYSTEM CAP LORO PIANA

Sergio Loro Piana, the late boss of the company famous for supplying cloth to the world's finest tailors, was never happier than when at the helm of his yacht and so always insisted on the best accessories for a life on the ocean.



DUFFEL GUCCI

It's all change at the venerable Florentine fashion house with the departure of creative director Frida Giannini. But in her final collection there was a strong nod to seafaring style that is worth steering a course for.



WINDCHEATER DIOR HOMME

Make yourself a fisherman's friend with this sou'wester-inspired bright windcheater by Kris van Assche for Dior Homme. The catch in this case is more blue marlin than mackerel, so there will be no need to fish for compliments.



MATELOT STYLE

You can't escape the matelot stripe this summer. From Michael Kors to Dior Homme and Kenzo, everyone seems to have got a little nautical. The simplest way to make it all about Smee (as in *Peter Pan*, of course) is to invest in a simple T-shirt from J Crew and set sail for the Spanish Main.

Even at sea, Rock Hudson looked the part



BELT ANDERSON

This family-owned belt company specialises in woven pieces in a wide spectrum of colours. Perfect with jeans and shorts and guaranteed to be forgiving after the biggest beach bar blow-out.



AVIATORS CUTLER AND GROSS

Aviators have remained cool since pilots broke through the sound barrier. Cutler and Gross give the classic look a twist with lenses that will ensure some blue-sky thinking.



KNITTED TOP MICHAEL KORS

Famous for his ultra-luxury take on fashion, the American designer Michael Kors is now making big strides in his laid-back menswear, with cool Breton stripes and easy cotton-knits.



One to watch

LOEWE

This Madrid-based label has been producing the finest leather since 1846. Now part of the LVMH group, it is under the creative direction of JW Anderson, who is helping to marry the finest craftsmanship with a new cool sensibility. Check out the soft luggage and small leather goods – particularly Anderson's oversized colourful keyrings that will ensure you never lose them at the bottom of your beach tote. And the wallets and coin purses are exactly where you want to put your money – literally. loewe.com



Valet service



BAYOLEA

► This owes its origins to a Bay Rum hair tonic that was found in Penhaligon's archives. It has now been reimagined as a crisp, masculine fragrance. £85, 100ml, penhaligon.com



BLIND BARBER

► You might not trust it with a cut-throat razor but this New York grooming brand has won plaudits. For perfect hair styling, try its 90 Proof Pomade. 50ml, £15, mrporter.com



GILLETTE FLEXBALL RAZOR

► Just when you thought shaving technology had peaked, Gillette has launched the FlexBall, which it claims helps manoeuvre the blades for the closest shave yet. £25, gillette.com



REN GUÉRENDE SALT EXFOLIATING BODY BALM

► Containing salt from the French Guérande salt pans, with basil and peppermint oils to moisturise skin. 330ml, £20, renskincare.com

Moving to the music

MULTI-ROOM AUDIO TO ROCK THE BOAT



Gadgets



BANG & OLUFSEN BEOSOUND MOMENT

Not just a beautiful piece of design, this wireless interface offers a bold new way of broadening your musical tastes. Intended to integrate seamlessly with almost any audio set-up, the slim tablet has two sides. One is a glass and aluminium touchscreen featuring a “mood” wheel that automatically generates emotion-oriented playlists depending on which colour you press. The other is an elegant wooden panel that provides one-touch access to PatternPlay, an intelligent feature that predicts your preferred music at specific times and days, pairing your favourite tunes with songs chosen from Deezer’s 35 million-track online library.

£1,795, bang-olufsen.com



Denon's flexible plug-and-play Heos system

DENON HEOS

This is a fully flexible plug-and-play range of multi-room speakers and amps. You can, for instance, daisy-chain the powerful HEOS 7 speakers (each containing five dedicated Class D amplifiers) throughout your boat, choosing multiple combinations of music sources to emanate from each. Or use the HEOS Link to turn your

existing kit into a fully fledged wireless music zone. There are three speaker sizes to choose from, each controllable through a dedicated smartphone app supporting myriad streaming services, from Spotify to Napster.

From £249, denon.com

DEVIALET SILVER PHANTOM

Attempting to exceed hyperbole is this “implosive sound centre” from Gallic audio guru Devialet. Decidedly futuristic on the eye, Silver Phantom is a fully self-sufficient music system outputting an astonishing 3,000 watts, despite measuring only 25cm across. There are no cables, nor any buttons for that matter – a careful sweep of the hand is sufficient to change tracks or adjust the volume. Best of all, however, is the ability to link wirelessly up to 24 Phantoms over WiFi.

£1,690, devialet.com



REVOLUTIONARY TURNTABLES FOR CABIN FEVER



WILSON BENESCH CIRCLE 25

Only the third turntable designed by cult British audio engineers Wilson Benesch in its 25-year history, this anniversary model represents everything the little-known brand excels at: superlative playback by way of handmade components and space-age materials. From the stiffened plinth to the super-light ACT 25 tonearm, the Circle 25 contains more than 50 components, 90 per cent of which are made in-house from a variety of alloys, polymers and aerospace carbon fibre.

£3,345, wilson-benesch.com



EAT C-SHARP

Describing itself as the antithesis of bulky high-end turntables that are “close to phallic”, the C-Sharp is one of the sleekest, most elegant record players in the business. This is partly thanks to its prodigious use of materials such as carbon fibre and thermoplastic elastomer – the latter proving highly effective in damping errant vibrations from the revolving platter. An external power supply, complete with electronic switch for flicking between 33 and 45 RPM vinyl, further reduces unwanted interference to your listening pleasure.

From £2,498, europeanaudioteam.com



LINN KLIMAX LP12

Such is the iconic status of the Scottish-engineered Sondek LP12 turntable that when in 2013 Linn announced a special-edition plinth, crafted from Highland Park whisky casks, the limited run of 40 units was snapped up before it had even gone on sale. Klimax comprises the aforementioned turntable with a Radikal motor control unit, an Ekos SE precision tonearm and a Kandid moving coil cartridge. An internal phono stage simplifies the process of hooking up this exceptional vinyl player to an amplifier.

From £15,295, linn.co.uk



Reasons to Join BLUE

#1

An adult Bluefin tuna eats
around 31lbs of jellyfish a day.
So the fewer Bluefin,
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90% of world fish stocks are fully or over exploited.**

BLUE's mission is to get 10% of the world's oceans
protected by 2020. We endeavour to bring about marine
regeneration on a massive scale by creating a worldwide
network of marine protected areas. In five years we
have already helped to double the area of ocean under
protection to over 3%. There is still a long way to go.
If you care about keeping our oceans beautiful there are
plenty of reasons to join BLUE.

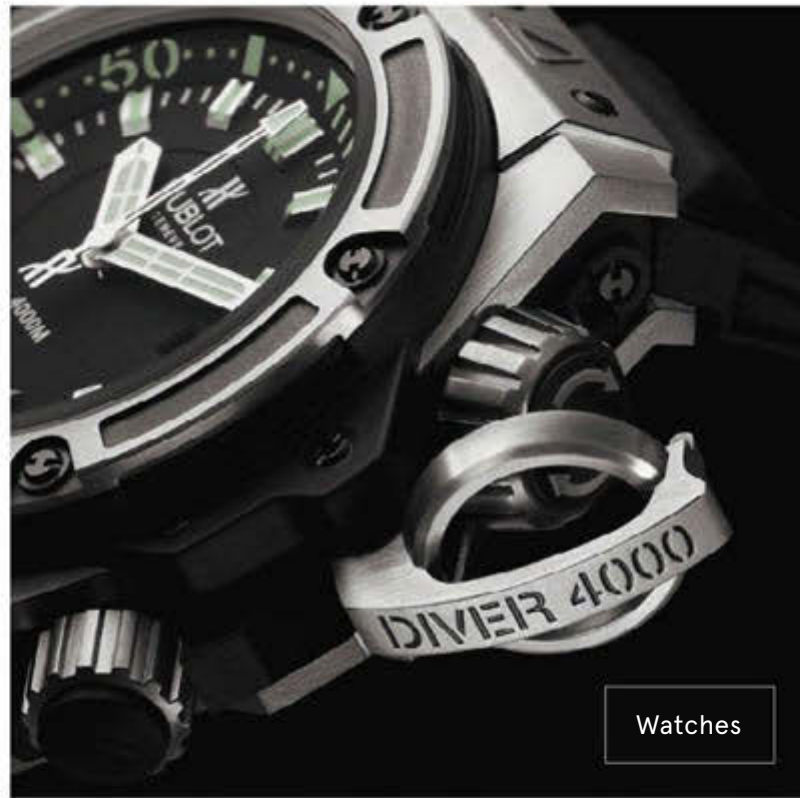
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Three people – and two Rolexes – have been to the deepest point on Earth. But there is only one Hublot Oceanographic 4000, says *Simon de Burton*



The depths of time

Back in 2012, the legendary Hollywood director James Cameron (of *Titanic* fame) achieved a world first by becoming the only person to pilot a solo submarine to the deepest point on earth.

The so-called Challenger Deep at the bottom of the Mariana Trench, 200 miles south west of Guam in the Pacific Ocean, is an ear-popping 6.7 miles down – and strapped to the outside of Cameron's sub was a prototype Rolex watch called the Deepsea Challenge, which came back up in perfect working order after three hours at the bottom of the world.

In a similar experiment in 1960, US Navy lieutenant Don Walsh and underwater explorer Jacques Piccard reached the bottom of the trench in the bathyscaphe *Trieste*, which was also fitted with an “extreme” Rolex called the Deepsea Special.

The most over-the-top dive watch in series production, however, is not made by Rolex, but by Hublot – and it's guaranteed waterproof to a lung-crushing 4,000 metres. That's more than 200 metres deeper than *Titanic's* final resting place.

To put the significance of the Oceanographic 4000 into context, it's worth knowing that ISO standard

number 6425 deems a professional-quality dive watch should have a uni-directional bezel for dive-time calculations, a screw-down crown and case back, and a rubber strap or metal bracelet. It should also have an extra-thick, non-reflective crystal, luminous dial markings and, ideally, a helium gas release-valve.

But to withstand the pressures of the deep, the ISO standard requires a dive watch to be waterproof down to only 100 metres – which leads one to wonder whether Hublot might have ever so slightly over-engineered the Oceanographic.

The Hublot is waterproof to a lung-crushing 4,000m, 200m deeper than *Titanic's* resting place

Officially the most extreme dive watch on the market, it features a vast, 48mm case made from either titanium or carbon fibre, a screw-down back and a synthetic sapphire crystal face that measures 6.5mm thick, in case the watch should be tested to its limits.

In reality, however, the Oceanographic 4000 is more about Hublot showing the watch world what it can do than addressing a gap in the market – not least because the record for a compressed-air SCUBA dive, set in September last year by Egyptian Ahmed Gabr, stands at “only” 332.35 metres. *Hublot Oceanographic 4000, from £17,000, hublot.com*

Old-school adventure

One of the hottest vintage “adventure” watches of the moment is the Rolex Military Submariner, known to collectors as the MilSub. Created specifically for the Royal Navy during the 1970s, the MilSub carries special features such as sword-shaped hands, a Tritium marked dial (to indicate the use of the radioactive material on the luminous markings), solid-bar strap lugs and a case stamped with the all-important military issue serial numbers.

In 2008, Bonhams auctioneers achieved £67,200 for just such a watch, which had survived a remarkable 30 years of active service with its original Royal Navy diver owner, whose log books were included in the sale. Aboard *HMS Cardiff* en route to the Falklands War in 1982, he made this log book entry: “Ascension Island, ship at anchor, hull check and attempt to plug split fuel tank, dangerous conditions, 20 knot winds, swell causing ship to move up and down. Fast exit on the second dive due to sharks...” Now, that sounds pretty adventurous, doesn't it?



From bottom-left to right: Zenith El
Primero Stratos Flyback Rainbow;
Victorinox Inox; Bremont MBII;
Casio G-Shock MT-G S1000
BD; Rolex explorer II; Breitling
Emergency II



BERMUDA



Six of the best

Adventure watches

Photographer - Graeme Montgomery

Left to right, as previous spread



Zenith El Primero Stratos Flyback Rainbow

When Colonel John Blashford-Snell set off in 1971 with a team of men and two Range Rovers to tackle the British Trans-Americas expedition – which included crossing the 250-mile swampland of the Darien Gap in Panama – he relied on a Zenith El Primero chronograph to keep track of time. It survived and stayed with him for 40 years before Zenith provided the modern equivalent, the even sturdier Stratos Flyback pictured here. £6,100, zenith-watches.com



Victorinox Inox

The ultra-tough Inox has allegedly survived being run over by a tank, falling onto concrete from a great height and being left in a sandstorm. Quartz-powered, it's also waterproof down to 200m, capable of operating in temperatures from minus 51C to +71C and virtually immune to being damaged by regular solvents and chemicals. And for when the going gets really tough, you can fit the wraparound rubber buffer to give extra protection to the case. £329, victorinox.com



Bremont MBIII

Bremont developed its MBII watch with the British ejection-seat manufacturer Martin-Baker, with production models based on prototypes that survived nine live ejections, sufficient hours on a vibration device to simulate the service life of a military helicopter and the equivalent of six months' exposure to corrosive fog. A special model called the MBI is available only to those who have survived a live ejection using a Martin-Baker seat, while the MBIII shown here features dual time indication. £3,945, bremont.com



Casio G-Shock MT-G S1000 BD

Casio engineer Kikuo Ibe perfected the first "unbreakable" G-Shock watch in 1983 – having started the project by throwing prototypes from a second-floor window to test their resilience. The G-Shock has since attracted a cult following, the range evolving to include the original, digital display Classic and more sophisticated Premium models with analogue dials and GPS technology. The super-tough MT-G S1000 BD features multiband technology that automatically adjusts to any time zone in the world. £980, casio.com



Rolex Explorer II

Rolex introduced the Explorer II in 1971, primarily for use by "speleologists", otherwise known as cavers. The feature that made the watch suitable for such a sport was the rotating 24-hour bezel, which, used in conjunction with the prominent, highly luminous secondary hour hand, enabled the wearer to keep track of whether it was night or day while scrambling around in dark caverns. Early orange-hand versions were named after Steve McQueen, who was, erroneously, credited with wearing one. £5,530, rolex.com



Breitling Emergency II

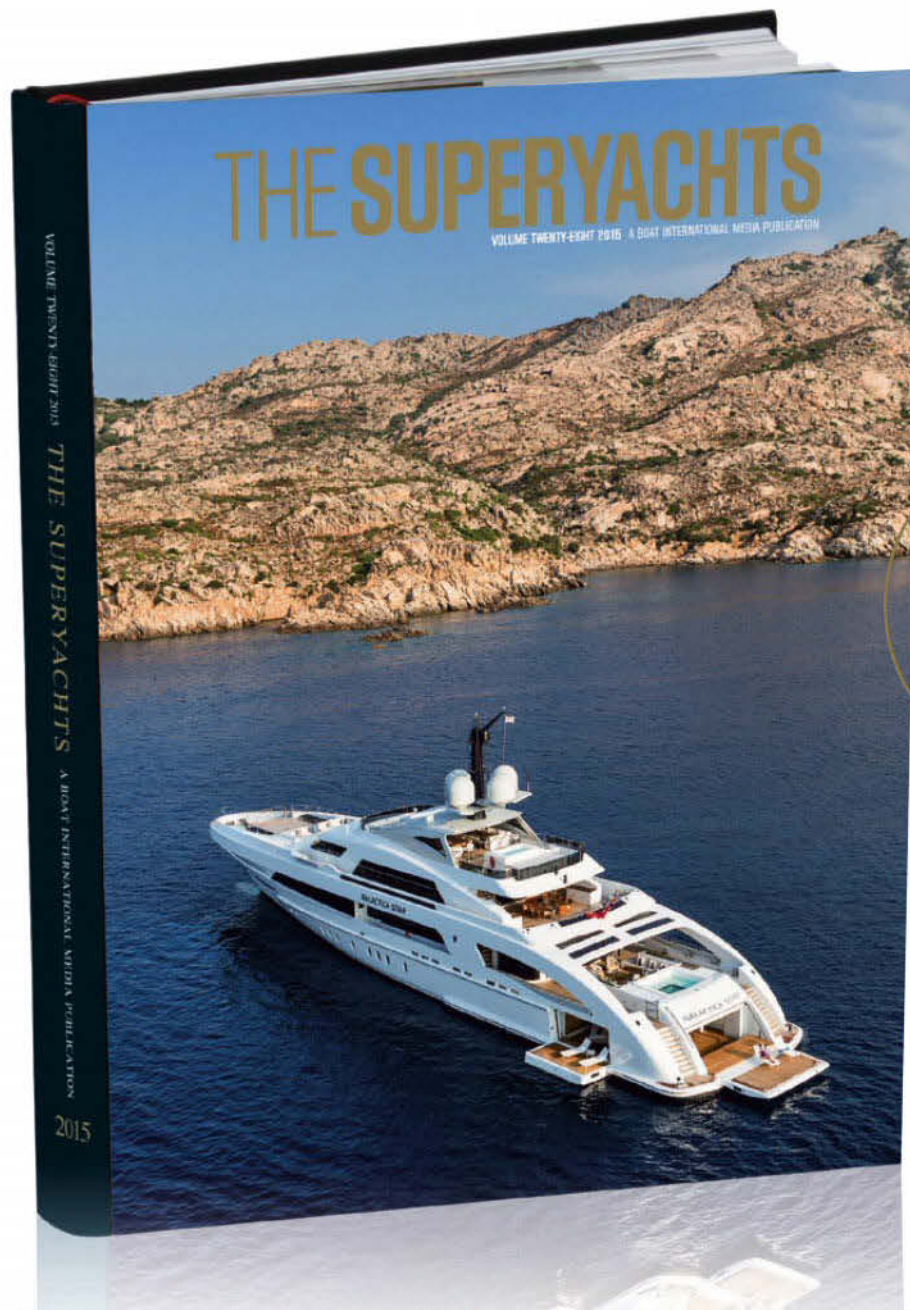
The Emergency was the first watch with a built-in SOS transmitter on the international air-distress frequency and, of the 40,000 sold, many have saved lives. The all-new Emergency II uses an updated transmitter, which can broadcast on both the 121.5 MHz and 406 MHz frequencies, so it can send an alert and act as a homing device for rescue teams. Designed for arduous conditions, it has a 51mm titanium case, a compass bezel and a high-visibility dial in orange or yellow. £12,040, breitling.com



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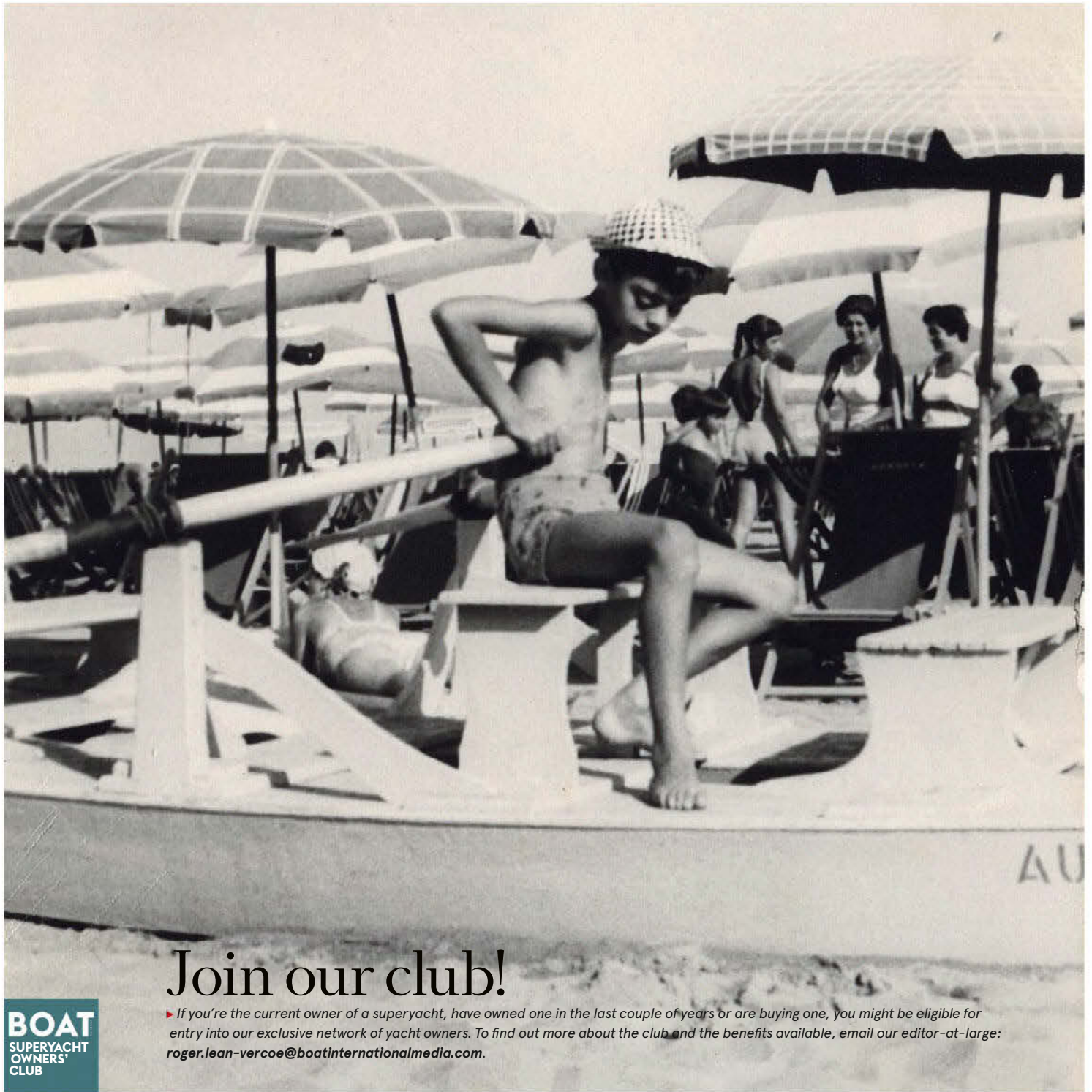
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Edited by – Roger Lean-Vercoe



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► If you're the current owner of a superyacht, have owned one in the last couple of years or are buying one, you might be eligible for entry into our exclusive network of yacht owners. To find out more about the club and the benefits available, email our editor-at-large: roger.lean-vercoe@boatinternationalmedia.com.

THIS MONTH: On board with opera star Andrea Bocelli, our exclusive insider's guide to St Barths and inspiration from owners



I never leave home without...

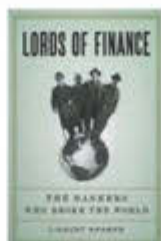


This month

Alan Dabbieri

Former owner of *Constance* (35m)

I recently read *Lords of Finance* by Liaquat Ahamed, about the bankers that "broke the world" in the Great Depression. A lot can be learnt from history and the book has fascinating stories of the great bankers of that era.



My watch is an IWC Portofino

Automatic in rose gold. Simple elegance. My wife bought it five years ago while we were in London for the World Superyacht Awards.

Favourite music: Steely Dan. I grew up with the jazz influenced sounds and they have never gotten old.

My iPad is always with me – I travel a lot and it's easy to FaceTime with the kids. **I always bring soft and light Nike exercise shoes.** They pack easily and I am always ready for a workout.

I spend a lot of time on a mobile phone so I always have Bose noise-reduction headphones. They let me concentrate on my conversation no matter what is going on around me – and keep my brain away from any extra electro-magnetic radiation, just in case...

My sunglasses are Ralph Lauren Square. They're a perfect fit and style – and great because maybe I am a little square myself!

I wish I could take our 160-pound Bernese Mountain Dog, Mickey, and an 80-pound German Shepherd, Minnie, on board. We get rock-star treatment at Disney with our four young kids when they learn our dogs' names!



Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips



Owner of *Domani*

LENGTH: 37m

YEAR: 2004

LOCATION: The Exumas, from Compass Cay to Musha Cay

• What can you see?

Cruising over the Bahamas Bank you can see the bottom all the way, including sea stars and small coral heads. All the west side of the cays can be seen, as well as the beautiful beaches

• What's been the highlight?

The sand bar in the middle of the Bank at sunset

• Which area of the boat are you using most?

We spend much of the day on the upper deck where, in the evening, we enjoy cocktails

• What's the chef been cooking up?

Lots of fish and lobster, even some delicious lamb

• Why do you like cruising here?

Most of the time the water is really warm and the weather is nice, with only a few days with light winds



Owner of *Salperton IV*

LENGTH: 45m

YEAR: 2009

LOCATION: Punta Arenas, Chile

• What can you see?

This beautiful area has the most wonderful mixture of lakes, fjords and mountains

• What's been the highlight?

A six-day hiking trip in the Torres del Paine National Park in Chilean Patagonia, famous for its tower rock formations

• What's the weather like?

It's now Patagonian summer and temperatures vary from 2° to 15°C during the day – pleasant enough except when the Patagonian winds blow, and they really do blow

• Which area of the boat are you using most?

The inside! When not actually sailing it's often more comfortable inside because of the low temperatures

• Any encounters with wildlife?

The southern part of the Andes has a large concentration of condors, an enormous bird with a wingspan of 3m

• Any memorable moments?

After walking up Valle del Francés to Camp Británico I saw a large piece of the ever-changing glacier break away and crash down the mountain like an explosion. Awesome!

• What are your onward plans?

We set off today towards the Beagle Channel and the Darwin ice field and then Cape Horn, which we will be rounding in the next two weeks



Todd BarrYACHT: *Raising the Barr*

LENGTH: 26m

YEAR: 2015

LOCATION: Hong Kong's Sai Kung area

• **What can you see?**

The beaches of Sai Kung and rugged terrain tumbling into the ocean

• **What's been the highlight?**

Spending relaxation time with my wife and two young boys

• **Have you made any discoveries?**

Not really, although I have heard rumours of an old WWII P51 Mustang (plane) wreck that might be in the area, so I would love to try and find it and dive on that one day

• **Which area of the boat are you using most?**

The open bow area where the boys play in the Jacuzzi

• **What's the chef been cooking up?**

Fresh seafood is always a favourite, but imported lamb rack is great too

• **Current drink of choice?**

Vodka lime sodas as the sun goes down

• **Any encounters with sea life?**

Just the fish we've been catching ourselves

**Lord Irvine Laidlaw**YACHT: *Lady Christine*

LENGTH: 68m

YEAR: 2010

LOCATION: Raja Ampat, Indonesia

• **What can you see?**

Limestone cliffs covered in dense green vegetation. Rather like Phang Nga Bay in Thailand, but on steroids

• **What's been the highlight?**

Wonderfully varied living coral

• **Have you made any discoveries?**

It's virtually uninhabited. We have only seen one other yacht during a two-week cruise

• **Which area of the boat are you using most?**

It's hot on the top deck even with the sun awning, so we are using the owner's aft deck.

• **Which toy is seeing the most use?**

The helicopter. Flying every day to get great views of turquoise channels among a forest of small islands

• **What's the chef been cooking up?**

Fresh snapper caught by the crew

• **Current drink of choice?**

Freshly made lemonade

• **Are the locals friendly?**

There aren't many! We anchored in one bay and a boat came out to charge us for using their bay.

Cost: \$2

• **Why do you like cruising here?**

Fantastic scenery, beautiful diving and snorkelling

**Neville Crichton**YACHT: *Como*

LENGTH: 46m

YEAR: 2014

LOCATION: Sydney Harbour

• **What are you up to?**

Cruising around the harbour in *Plym*, my classic Knud Reimers yawl. It's ideal for cruising and informal racing against other classic yachts. I have also had a couple of outings in *Maserati*, my new MC38 racing yacht in which we are contesting a number of events a year

• **What can you see?**

Blue water, blue sky and a harbour full of yachts and boats. Sydney Harbour has so many quiet bays and places surrounded by bush where it's almost possible to forget you are still in the middle of the city. Not to mention the many excellent restaurants scattered around the foreshore

• **What's been the highlight?**

There are three major events on the harbour: the start of the Sydney Hobart race, in which it was fantastic to

see Jim Clark's new yacht (*Comanche*) simply demolish the opposition in the sprint down the harbour; the celebrations on New Year's Day; and Australia Day

• **Which toy is seeing the most use?**

My speedboat, to get to restaurants and visit friends - and the water taxi home if it's been a good evening!

• **What's the chef been cooking up?**

Seafood. Australia has such an abundance of fresh seafood. With the Sydney Fish Market right on the harbour and with parking for boats, getting the freshest and best seafood could not be easier

• **Current drink of choice?**

As a loyal Kiwi I have to say there's no better accompaniment to seafood than a New Zealand white wine, such as 2009 Neudorf Moure Chardonnay, a 2007 Clearview Chardonnay or a 2011 Cloudy Bay 2011 Sauvignon Blanc

• **Why do you like cruising here?**

Where else could I spend a day in the office and within minutes be on one of the world's greatest sailing locations?





On board with **ANDREA BOCELLI**

Andrea Bocelli grew up on a farm in Tuscany and prefers pasta to fish. So how did the tenor, who lost his sight aged 12, end up owning seven boats – and counting? He tells *Marilyn Mower* about his latest passion: a 22m Gamma



ANDREA BOCELLI IS LATE. The legendary tenor was due to meet me at his waterfront home in Miami to talk about his latest purchase: *Libertas*, a 22 metre steel motor yacht designed by Vripack and built by Gamma Yachts. But where is he? In a much smaller boat being driven by his teenage son, it turns out, on his way back from a meeting on Miami Beach. With teens and schedules being things of only occasional intersection, I'm forced to wait.

Not that I mind. The setting by the pool looking east across Biscayne Bay to Bal Harbour is lovely and serene – exactly the sort of environment one comes to Florida to enjoy. It is a characteristically Bocelli address, too, chosen not to impress but to give the impresario what he needs: a warm place to relax and take in the sunshine and breeze between concert dates on his winter tour schedule. It's a hidden gem, where a modest neighbourhood evolves into large waterfront homes, rather than a dredge-and-fill zone of instant dressed-to-impress McMansions.

It was 2013 when Bocelli landed in Miami for a break from concert dates in frigid New York. He is not a man who enjoys cold weather. He told his then girlfriend Veronica Berti (they married last year) that he would buy a house in Miami tomorrow. "And he did the next day," she recalls with some surprise.

Now Berti is getting worried. Her son, Amos, is not answering his phone. Tour support manager Pete Kepes is scanning the waterfront and watching the day's schedule implode. Anxious moments pass before the boat arrives and Bocelli springs up on the dock. He looks so relaxed in white shorts and a red foul-weather jacket that I try to interview him on the spot, but Berti intervenes, ushering him upstairs and into what she calls proper yacht club attire.

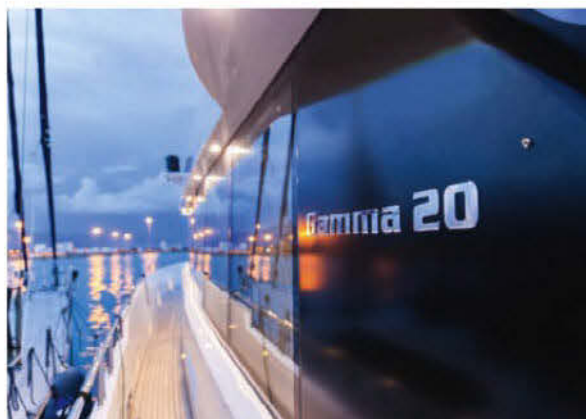
Once photos are done, Bocelli comes to sit with me and the translator. He apologises for requesting the translator but says he's on holiday and doesn't want to work his brain too hard. He's humble to a fault; his English is smooth and charming. Bocelli, it turns out, is a serial boat owner, admitting to seven different boats in the last 15 years. So how does a boy from a farm in Tuscany come to love boats?

"Every summer, all the family went to the sea. When I was 10, my parents bought a house close to the beach, near Viareggio. My brother and I were always in the water. My father liked the sea also and bought a rubber dinghy," he says, smiling at the memory. He would have two summers bouncing around in the dinghy with his brother Alberto, before a football accident took Andrea's sight. Yet children are resilient and he learnt to make his way.

"I like to do many things on the ocean. I waterski, also swim, and I learnt a little windsurfing. I don't like fishing. I suffer when I see the fish suffer. And I don't so much like eating fish. I prefer pasta... I'm Italian."

Bocelli uses the words "see" interchangeably for "experience" and his blindness is almost never acknowledged. He is said to touch new materials a lot, choosing leathers, fabrics and surfaces based on how they feel to him. He likes quality materials – as long as they're practical. Bocelli remembers colours too: he likes blue and apparently Berti does too.

Our conversation turns to the family farm in Tuscany. "I love the animals," he says. "I have three beautiful stallions, but I can only ride two or three times a month." He and Alberto, with Alberto's wife Cinzia, have developed the family farm, now encompassing 120 hectares, to include a vineyard, tasting rooms for the Bocelli wines and two rental apartments.



Clockwise from top: Miami, where Andrea bought a house in 2013; a youthful Andrea and younger brother Alberto; Bocelli on board Libertas; the Gamma 20, which can be built in just 10 months



“
I like to stay in front
of the boat. It has more
silence, more air; it
is more possible to
smell the ocean
”



When Bocelli began customising the details of his new yacht with Gamma owner Guido Bonandrini, it started in a rather odd place – the bow – and a request for forward seating for the maestro. Bonandrini is a former world-class powerboat racer turned boatbuilder, who sought out a small production niche in custom boats with flexible design, and delights in customising them with the client's family. “We are a small company and I didn't want to compete with the fibreglass boatbuilders,” Bonandrini says. “Steel is forever. Steel is safe, the boats are trialled in the North Sea. Sound and insulation is different in a steel boat.”

Gamma boats are designed by Vripak, well-known for the less-is-more philosophy of its owners, Marnix Hoekstra and Bart Bouwhuis. Not only did Bonandrini support 3D analysis and full tank testing for the most efficient semi-displacement hull shape and maximum use of space, he also adopted a construction method devised by Vripak called “Smart Kit” to shorten the construction time by pre-cutting the majority of the yacht's parts. The Gamma 20 can be built in 10 months.

“You would be amazed how knowledgeable [Bocelli] is about hull speed and the performance of different boats,” Bouwhuis

says. “He told us the boat would mostly be used for two- to three-day voyages in the Med.”

Although Gammas are designed for owner/operators, *Libertas* needed to accommodate crew, and offers 170 square metres of living space. The addition of a fourth cabin increases accommodation to nine guests, and the master cabin windows have been enlarged to let in more light and views. For the interior, he chose matt oak panelling with natural oak floors.

About the bow's forward seating, Bocelli says, “I like to stay in front of the boat. It has more silence, more air; it is more possible to smell the ocean. For this reason I decided to have a small table (at the bow) with a chair to have a coffee. It would be a great place to have a cigar... But I don't smoke.”

Each deck is a single level and the main deck has walkaround side decks and a 360-degree view so Berti can keep an eye on things and on little daughter Virginia, who is only two. The flybridge rails were modified for better safety and it also has a diving board.

Amos, who recently obtained his captain's licence, is looking forward to spending time running the boat himself next summer. “It will be quite the party boat,” he confides.

“I love the way that the space has been arranged so that our family can be together,

QUICK FIRE Andrea Bocelli

SAIL OR POWER?
Power

SPEED OR STYLE?
It depends. In general, speed, but two years ago I decided to change the style of my life on the ocean

IDEA OF LUXURY?
*I don't like luxury;
I prefer practical things*

FIRST THINGS YOU PACK?
My flute and computer

FAVOURITE BEACH?
The islands off Tuscany

FIRST BOATING MEMORY?
I was 10 when my father bought a rubber boat and took my brother and me down to the sea. He loved everything about the sea. We would just ride around in the boat all day; I still clearly remember the 50-horse Mercury outboard

while respecting everybody's privacy," Bocelli notes.

The open-plan saloon has double-glazed windows befitting its Yamaha electric piano and plentiful speakers. Bocelli's time aboard is spent mostly relaxing or practising new material. "When I have to study a new opera, I bring a pianist and I study on the boat," he says.

His concert schedule isn't the only thing that keeps him busy; Bocelli started the Andrea Bocelli Foundation (ABF) in 2011. As someone who knows what it's like to need from others, he decided that success gave him the chance – he calls it "the joy" – to give back. It's become a binding priority in his life.

Another effort is supporting programmes that break down cultural or economic barriers for the poorest of the poor, such as in Haiti. One of the current projects is called WHEAT, standing for Water, Health, Education, Action and Time. It supports the running costs of three schools serving 243 Haitian children, giving them food and delivering clean water to three areas without potable water.

Why Haiti? "We met a priest, Father Rick Frechette, by chance several years ago and were impressed with his St Luke Foundation. Now ABF helps St Luke provide education, medical care and farming instruction to more than 800 families. You don't choose such a programme – it chooses you," says Berti.

In December, the United Nations Correspondents Association awarded Bocelli and Berti its UNCA Global Citizens of the Year title for the Foundation's devotion to helping those in need. ABF recently brought clean water and blankets to 1,500 refugee families in Iraqi Kurdistan in conjunction with the UN's High Commission for Refugees. "The lives we have been gifted offer us the privilege and responsibility to give the less fortunate a better future and opportunities," Bocelli says.

Speaking of opportunities, the day after Bocelli took possession of *Libertas* the couple set off for Valencia, where he was to record *Turandot* with conductor Zubin Mehta. They spent 15 days on the boat. It was a rough trip but Bocelli had a great time being at sea. The yacht had just tied up in Valencia when Bocelli threw open the doors and began to rehearse. On the dock, a man asked a crewmember if he'd come off the blue Gamma that had just arrived. When he nodded affirmative, the stranger said, "That's some sound system you have."

"No," he shook his head in reply, "it's live."

We should all be so lucky to be in port when *Libertas* arrives. ■



Clockwise from top: Bocelli atop one of his stallions at the three-century-old family farm; playing his favourite instrument, the flute; the Gamma 20's onboard Yamaha electric piano; the saloon on *Libertas*; cruising Viareggio. Opposite page: Bocelli and his wife and business manager Veronica Berti



Endless views from the Eden Roc hotel's infinity pool



Jordana

BE A ROCK STAR EDEN ROC

If you're young – and don't suffer vertigo – the Rockstar Villa at the Eden Roc is definitely for you. edenrockhotel.com

THE INSIDER

Jordana rules

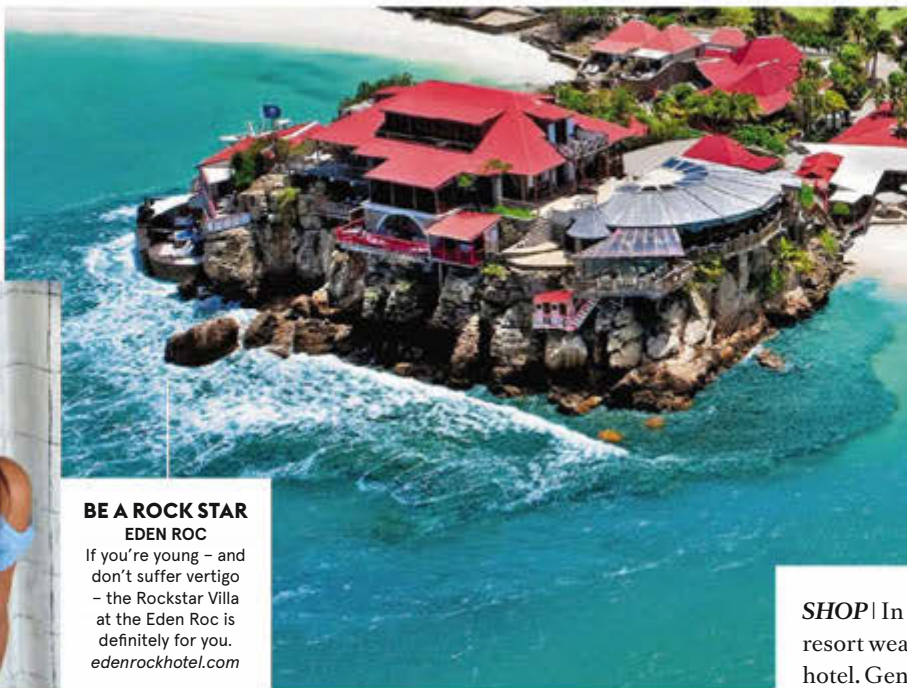
ST BARTHS
...buzzy but relaxed,
islandy but chic,
Jordana Reuben
Yechiel gives a
yacht's-eye view



MEN ONLY
Del Toro slip-on sneakers, \$340

...to go with a Capri linen shirt. And roll those sleeves up!

Christopher Raeburn
B-shorts, £195
Croc accessory optional...



PACK | For a day and buy the rest there.

WEAR | Gorgeous chiffon kaftans scrunched at the waist under a taupe or mustard leather bondage belt (sold in every shop in the port) for women. **DO** layer long-bead and tassle necklaces. **DON'T** get your hair done.

Beach hair and long messy side-plaits, please.

B-Shorts and **Del Toro** shoes, with a 100 per cent Capri linen shirt for men.

DO roll your sleeves up.

DON'T oversize the linen.

RENT | A little jeep to

keep in the port (don't pull a face – surely a friendly crewmember will drive you).

STAY | In **Gustavia Port** on the main strip – a stone's throw from **Louis Vuitton**. If your yacht is

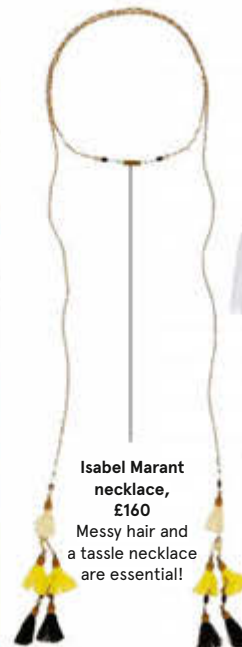
too large (no such thing) then just outside port has plenty of space.

SPOT | The turtles on the tender during the ride in.

ON LAND | If young, flashy and budget-less: the **Rockstar Villa** at **Eden Roc** hotel, of course. If chic, sophisticated and have kids: it's the beachside bungalow rooms 1 and 2 (adjoining suites with private pool) at **Hotel Taiwana**. Pick up an oversized T-shirt from hot new London label **Rotten Roach** in the gift shop there.

LUNCH | At **Cheval Blanc St-Barth Isle de France**, the Provençal coquelets and the spare ribs are house specialities. Alternatively, people-watch at **Jean-Georges Sand Bar**. After lunch...

DO
layer long-bead and tassle necklaces
DON'T
get your hair done. Beach hair and long messy side-plaits, please



Isabel Marant necklace, £160
Messy hair and a tassle necklace are essential!

Rotten Roach T-shirt, £60
Send the right message...



SHOP | In St Jean and pick up uber on-trend resort wear in the **Rockshop** at **Eden Roc** hotel. Gentlemen: smoke cigars and indulge in an aperitif at **Bar de L'Oubli**, early in the evening (the equivalent of S  n  quier in Saint-Tropez), while your better halves do a last sweep of the shops. Have a crocodile clutch bespoke bag made for you at **Laurent Effel** and choose the shade to custom match your dress. And maybe **Chanel**'s new J12 watch, tax-free? Yes, please!

DINNER | Is sushi at **Baz Bar** for the casual "I always drink my beer out of a bottle" vibe; **Maya** and **L'Isola** for the understated but "still want to be seen in this outfit"; and **Le Ti St Barth** for a "Yes, I'm on the table and I'm not coming down" kind of night.

PARTY | On a yacht? Pick up stitched leather his-and-hers USB sticks from **Herm  s** as a little thank you. Ladies: compliment the wonderful **JL Coquet** china service. Men *must* tour the engine room for the perfect *boatiquette*. Sadly, the winds play up and shelter is hard to come by, so swimming is mostly off the beach with a SeaBob (if you don't know, don't admit it).

MUST | Tender to **Shell Beach** to get away from it all and soak up that gorgeous island sunshine.

POST PARTY

Say thank you with a calfskin Herm  s USB stick. £200



Gustavia Port



Make the time
Rude not to pick up Chanel's J12 on a shopping trip in St Jean

Maya



Ψ

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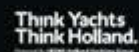
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W E L C O M E

Boat International Media is delighted to present an outstanding list of finalists for the World Superyacht Awards 2015. The winners will be chosen at the Judges' Meeting in Trieste, Italy, on 25 March, hosted by the Trieste Chamber of Commerce, and announced at a prize-giving and gala evening held at the iconic Westergasfabriek in Amsterdam on 9 May. The awards are presented in association with Gold Sponsor Embraer Executive Jets and with the support of event partners Amels, Feadship, Heesen Yachts, Holland Jachtbouw and Royal Huisman.

Guests of the World Superyacht Awards are encouraged to extend their stay in Amsterdam and enjoy a full weekend programme of shipyard tours and glamorous social events, including the Finalists Celebration Party on 8 May.

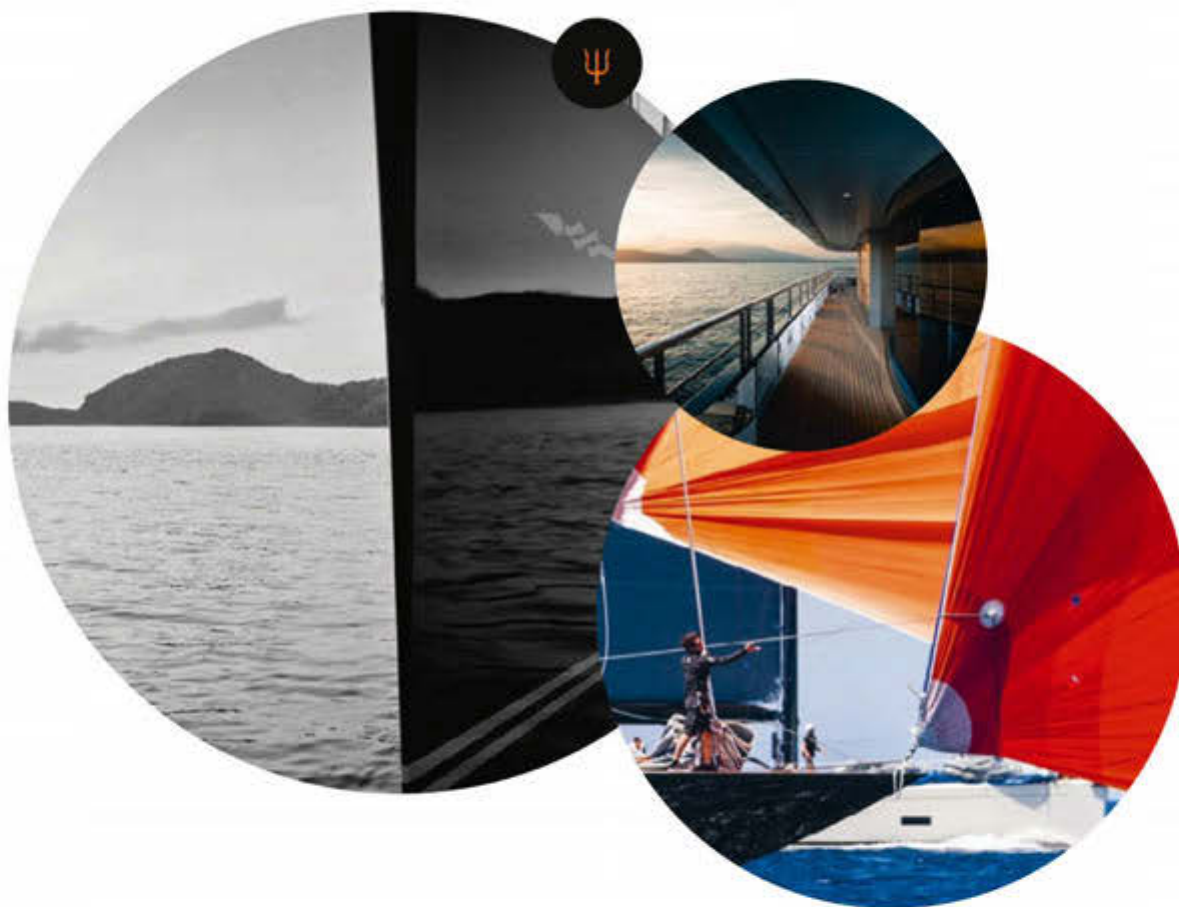
We fully expect a sell-out event, so be sure to make your table applications promptly via the event website to avoid disappointment.

For more information and details on how to attend, please visit worldsuperyachtawards.com. Every finalist yacht is a magnificent vessel in its own right and being shortlisted for these Awards – the most prestigious prizes in the superyacht industry – is a tremendous accolade for its owner, designers and builder. We wish all the teams involved the very best of luck at the gala evening.

ROGER LEAN-VERCOE

CHAIRMAN OF THE WORLD SUPERYACHT AWARDS JURY





FINALISTS

Displacement Motor Yachts of 1,300GT to 2,999GT – 75m and Above

EQUANIMITY (91.5m) **B:** Oceanco

NA: Oceanco/Azure Naval Architects

ED: Oceanco **ID:** Andrew Winch Designs

GRACEFUL (81.5m) **B:** Blohm+Voss

NA: Blohm+Voss Repair **ED:** H2 Yacht Design

ID: H2 Yacht Design/Blohm+Voss Repair

KIBO (81.8m) **B:** Abeking & Rasmussen

NA: Abeking & Rasmussen **ED:** Terence Disdale Design **ID:** Terence Disdale Design

KISMET (95.2m) **B:** Lürssen Yachts **NA:** Lürssen Yachts **ED:** Espen Øino International **ID:** Reymond Langton

Displacement Motor Yachts of 1,300GT to 2,999GT – Below 74.99m

ESTER III (66m) **B:** Lürssen Yachts

NA: Lürssen Yachts **ED:** Espen Øino International **ID:** Reymond Langton

GRACE E (73m) **B:** Picchiotti – Perini Navi Group

NA: Philippe Briand/Vitruvius **ED:** Philippe Briand/Vitruvius **ID:** Rémi Tessier

YALLA (73m) **B:** CRN Shipyard **NA:** CRN

Engineering **ED:** Omega Architects **ID:** Studio Dreulers

Z (65.7m) **B:** Amels **NA:** Amels **ED:** Tim Heywood Designs **ID:** Andrew Winch Designs

Displacement Motor Yachts, 500GT to 1,299GT

ASTRA (55m) **B:** Amels **NA:** Amels

ED: Tim Heywood Designs **ID:** Laura Sessa

FOREVER ONE (54.7m) **B:** ISA Yachts

NA: Axis Group Yacht Design **ED:** Horacio Bozzo **ID:** Studio Massari

ILLUSION V (58m) **B:** Benetti **NA:** Benetti

ED: Benetti/Green & Mingarelli **ID:** Green & Mingarelli

ROCK.IT (60.4m) **B:** Feadship **NA:** Feadship – De

Voogt Naval Architects **ED:** Sinot Exclusive Yacht Design **ID:** Sinot Exclusive Yacht Design

SARAMOUR (61.3m) **B:** CRN Shipyard

NA: CRN Engineering **ED:** Francesco Paszkowski Design **ID:** Francesco Paszkowski Design

MYSKY (51.1m) **B:** Heesen Yachts

NA: Van Oossanen/Heesen Yachts **ED:** Omega Architects **ID:** Erick van Egeraat

KEY

B: Builder

NA: Naval architect

ED: Exterior design

ID: Interior design

RY: Refit yard

Displacement Motor Yachts of Below 500GT, 44m and Above

ATOMIC (44.9m) **B:** Sunrise Yachts
NA: Sunrise Yachts/Karatas Yacht Design
ED: Studio Scanu **ID:** Franck Darnet Design
BAGLIETTO 46 (46.3m) **B:** Baglietto
NA: Baglietto **ED:** Francesco Paszkowski Design
ID: Francesco Paszkowski Design
ELENA (46.7m) **B:** Heesen Yachts **NA:** Heesen Yachts **ED:** Omega Architects/Heesen Yachts
ID: Omega Architects
ENTOURAGE (47m) **B:** Admiral – The Italian Sea Group **NA:** Admiral – The Italian Sea Group
ED: Luca Dini Design/Admiral Centro Stile
ID: Dragana Maznic
LOGICA 147 (44.8m) **B:** Logica Yachts
NA: PLANA Design **ED:** Brenta Yacht Design
ID: Martin Kemp Design

Displacement Motor Yachts of Below 500GT, 30m to 43.99m

ALIVE (42.4m) **B:** Heesen Yachts
NA: Van Oossanen/Heesen Yachts
ED: Omega Architects **ID:** Omega Architects
PHILMI (43.2m) **B:** ISA Yachts **NA:** Andrea Vallicelli/CCVC **ED:** Andrea Vallicelli/CCVC
ID: Sandrine Melot/Melot+Trillo
FOAM (35m) **B:** Admiral – The Italian Sea Group
NA: Admiral – The Italian Sea Group
ED: Admiral Centro Stile **ID:** Gian Marco Campanino/Admiral Centro Stile
GATSBY (30.4m) **B:** Filippetti Yacht
NA: Filippetti Yacht **ED:** Pietro Mingarelli
ID: Filippetti Yacht
ONIKA (40.5m) **B:** Delta Marine
NA: Delta Design Group **ED:** Delta Design Group
ID: Delta Design Group

Semi-displacement or Planing Two-Deck Motor Yacht, 38m and Above (includes raised pilot-house designs)

ALYSSA (38.7m) **B:** Tansu Yachts **NA:** Diana Yacht Design **ED:** Tansu Yachts **ID:** Tansu Yachts
COMO (46.2m) **B:** Feadship **NA:** Dubois Naval Architects **ED:** Dubois Naval Architects
ID: Redman Whitely Dixon
FLYING DRAGON (44.8m) **B:** Admiral – The Italian Sea Group **NA:** Admiral – The Italian Sea Group
ED: Luca Dini Design/Admiral Centro Stile **ID:** Gian Marco Campanino/Admiral Centro Stile
GALATEA (40m) **B:** Heesen Yachts **NA:** Van Oossanen/Heesen Yachts **ED:** Omega Architects
ID: Omega Architects
MOONRAKER (49.9m) **B:** Overmarine Group
NA: Overmarine Group Engineering Dept
ED: Overmarine Group/Stefano Righini
ID: Overmarine Group Design Dept/Owner's Architect
SILVER WIND (43.6m) **B:** ISA Yachts
NA: ISA Yachts **ED:** Andrea Vallicelli **ID:** Valentina Zannier/Nuvolari Lenard



PHOTOGRAPHS: JEFF BROWN/SUPERYACHT MEDIA; MARK SIMS

Semi-displacement or Planing Two-Deck Motor Yacht, 30m to 37.99m (includes raised pilot-house designs)

ABI16 (36.2m) **B:** AB Yachts/FIPA Group **NA:** AB Yachts/FIPA Group **ED:** AB Yachts/FIPA Group/Guido de Groot **ID:** AB Yachts/FIPA Group

ESTHER 7 (33.5m) **B:** Horizon Yachts
NA: Horizon Team/Donald L. Blount and Associates **ED:** JC Espinosa **ID:** Luca Dini Design

HI (36.5m) **B:** Sanlorenzo **NA:** Sanlorenzo **ED:** Francesco Paszkowski Design **ID:** Margherita Casprini/Francesco Paszkowski Design

MANGUSTA 110 (33.8m) **B:** Overmarine Group **NA:** Overmarine Group Engineering Dept **ED:** Overmarine Group/Stefano Righini **ID:** Overmarine Group Design Dept

NONO (37.3m) **B:** Admiral – The Italian Sea Group **NA:** Admiral – The Italian Sea Group **ED:** Luca Dini Design/Admiral Centro Stile **ID:** Gian Marco Campanino/Admiral Centro Stile

OCEAN ALEXANDER 100 (30.5m) **B:** Alexander Marine **NA:** Ocean Alexander **ED:** Evan K Marshall **ID:** Ocean Alexander/Evan K Marshall

Semi-displacement or Planing Three-Deck Motor Yacht – Above 40m

BLUSH (47.2m) **B:** Sunseeker International **NA:** Sunseeker International **ED:** Sunseeker International **ID:** Sunseeker International/Holmes Interiors

LOW PROFILE (40.2m) **B:** Tecnomar – The Italian Sea Group **NA:** Tecnomar – The Italian Sea Group **ED:** Tecnomar Centro Stile **ID:** Paola Asaro/Admiral Centro Stile

MONACO WOLF (49.8m) **B:** Heesen Yachts **NA:** Van Oossanen/Heesen Yachts **ED:** Omega Architects **ID:** Francesco Paszkowski Design

SOLARIS (40.2m) **B:** Princess Yachts International **NA:** Bernard Olesinski **ED:** Bernard Olesinski/Princess Yachts International **ID:** Mark Berryman/Princess Yachts International

POLARIS (49m) **B:** Rossinavi **NA:** Giuseppe Arrabito/Arrabito Naval Architecture **ED:** Enrico Gobbi/Team For Design **ID:** Enrico Gobbi / Team For Design

Semi-displacement or Planing Three-Deck Motor Yacht, 30m–40m

KAYTOO (30m) **B:** Paragon Yachts **NA:** United Ship Design & Development **ED:** Scott Robinson **ID:** Marty Lowe

O (34.1m) **B:** Sanlorenzo **NA:** Sanlorenzo **ED:** Francesco Paszkowski Design **ID:** Sanlorenzo/Sordo

SO'MAR (37.9m) **B:** Tansu Yachts **NA:** Diana Yacht Design **ED:** Tansu Yachts **ID:** Tansu Yachts

THUMPER (40m) **B:** Sunseeker International **NA:** Sunseeker International **ED:** Sunseeker International **ID:** HPM Developments (London)





Sailing Yacht - 45m and Above

ELFJE (52.4m) **B:** Royal Huisman **NA:** Hoek Design
Naval Architects **ED:** Hoek Design Naval Architects
ID: Redman Whiteley Dixon

HEUREKA (45m) **B:** Holland Jachtbouw
NA: Dixon Yacht Design **ED:** Dixon Yacht Design
ID: Rhoades Young Design

MONDANGO 3 (56.4m) **B:** Alloy Yachts
NA: Dubois Naval Architects **ED:** Dubois Naval
Architects **ID:** Raymond Langton Design

WISP (47.6m) **B:** Royal Huisman **NA:** Hoek Design
Naval Architects **ED:** Hoek Design Naval Architects
ID: Rhoades Young Design

Sailing Yacht - 30m to 44.99m

ESCAPADE (37.5m) **B:** Fitzroy Yachts
NA: Dubois Naval Architects **ED:** Dubois Naval
Architects **ID:** Design Unlimited

FARFALLA (31.8m) **B:** Southern Wind Shipyard
NA: Farr Yacht Design **ED:** Nauta Yacht Design
ID: Nauta Yacht Design

TI-COYO (31.7m) **B:** Nautor's Swan **NA:** Frers Naval
Architecture & Engineering **ED:** Beiderbeck Designs
ID: Beiderbeck Designs

WINWIN (33m) **B:** Baltic Yachts
NA: Javier Jaudenes **ED:** Javier Jaudenes
ID: Design Unlimited

Refitted/Rebuilt/ Converted Yachts

ALUMERCIA (37.9m) **B:** Heesen Yachts
RY: Borancili Marine **NA:** Vripack
ED: Vripack **ID:** BML

AMORE MIO 2 (52m) **B:** Abeking & Rasmussen
RY: CPN **ID:** FM Architettura d'Interni

ANCALLIA (45.8m) **B:** C Van Lent & Zonen/
Feadship **RY:** Atlas Shipyard **NA:** Navinco/George
Tsokris **ED:** Michael Kirschstein/Dominic Skinner
ID: Sibyl & Colefax/Michael Kirschstein

GALAXY (56m) **B:** Benetti **RY:** Monaco Marine
NA: Butch Design **ED:** Sterling & Co/Owner's Team
ID: Sterling & Co/Owner's Team

MYSEANNA (56.3m) **B:** Delta Marine **RY:** Rybovich
NA: Murray & Associates **ED:** Murray & Associates

SHEMARA (64.5m) **B:** Thornycroft **RY:** Shemara
Refit Yard **NA:** Canark Marine **ED:** Design Unlimited
ID: Design Unlimited/Studioilse

TURQUOISE (55.4m) **B:** Proteksan Turquoise
RY: Amico **ED:** H2 Yacht Design
ID: H2 Yacht Design



Shard of class

“Do what you want in the name of honesty and simplicity.” That was the brief given by Alyssa’s owner to builder and designer Riza Tansu. The result is 38.75 metres of just that: straightforward seafaring luxury

Photographer – Jeff Brown/Superyacht Media

Words – Tim Thomas



High above the Tansu Yachts office, on the Asian side of the Bosphorus, Istanbul's relentless traffic rolls along the Fatih Sultan Mehmet Bridge, the swirling waters below refracting the lights and bustle of this heaving city. The view is abundant, complex and almost impossible to distil into a single thought or emotion. Yet it's from here, with this heady outlook, that Riza Tansu and his team design some of the most pared back, minimalist superyachts on the water. And they have just launched the yacht that, perhaps more than any other, exemplifies their one overriding philosophy: simplicity.

On board the 38.75 metre *Alyssa* in Bodrum the next day, Tansu's now trademark styling immediately soothes and relaxes; the luxury is the space and connection to the water all around.

"The client is a good friend of mine," Tansu says. "He was always interested in my boats. He came to me and told me my boats were simple. His brief was simple, too. He said: 'Do what you want in the name of honesty and simplicity. I'm not going to put any boundaries in place.'"

The client visited the yard only once during the yacht's construction. He allowed Tansu free

rein to design what he wanted – "as if it was my own boat" – stepping in only to help pick the loose furniture and the decorative touches.

For many, such freedom to design could be daunting, but not for Tansu. "I tried to concentrate on something that would showcase my philosophy," he says. "The natural surroundings are very good in a yacht and the yacht should be very close to the sea. Its design should be 'silent' so that's why we used the white and pale grey colours. And that was it."

Known for espousing a beach house feel, Tansu has gone one further on *Alyssa*, drawing inspiration from Miami's South Beach lifeguard stations – from beach house to beach hut. The large mural on the saloon bulkhead that reads "No Lifeguard on Duty" is testament to that influence. "We used the same wood they use to build the lifeguard huts," Tansu explains. "My son and I brush-painted the wood and made a nice stainless-steel stencil for the words. We also chose very comfortable furniture." For the saloon that means a large sofa, two stools, two low poufs, a coffee table and a distressed, ornate rug. "It was all based around that theme, really: a beach house but the beach house is literally on the sand."

"The dress code in a boat is very casual," Tansu continues. "It shouldn't be like a city apartment where you would be with your chic outfit. I'm not saying that that's not good, but my style and my





Alyssa's minimalist superstructure affords plenty of deck space, including this inviting sunpad in front of the wheelhouse



Alyssa's hull and superstructure are constructed in cold moulded wood, as were her predecessors from the Tansu yard, Only Now and So'mar



view in yachting is emphasising the casual. My clients are not trying to impress their business partners. They want to be on the sea and most of them are ex-sailboat owners. For some reason sailors love my boats!”

Taking this casual informality as his cue and catering in this case for a client who is single but who often has family with him and who also likes to cruise with friends, the rest of *Alyssa*’s interior follows the simple palette of the saloon. The main finishes are lacquered white wall panels, with black window blinds and black wood built-in furniture and accessories, while the oak flooring adds a touch of warmth.

Forward of the saloon lies a foyer of sorts, with a dayhead, stairs down to the guest cabins, galley access and the wheelhouse. The galley itself is competent and spacious, while the wheelhouse – with its three vertical panes and good side visibility – is all business. Three Raymarine HybridTouch screens provide the main systems and navigation interface, served with two helm chairs for the crew. Dark leather console finishing not only maintains the monochrome feel of

the interior, but also reduces reflections while cruising at night.

The master suite on the lower deck feels very contemporary. A large black and white photograph of a nude model by André Brito dominates a bulkhead, keeping watch over the island double bed; Brito’s striking photography is featured throughout the yacht, forming the main decorative theme of the interior. His and hers en suites are mirrored either side of a central shower. The cabin features a walk-in wardrobe-cum-dressing room and plenty of hanging space, while the side desk, with suitably monochrome black and white chairs, serves as both a study area and a dressing table. With the crew accommodation forming a barrier between the master cabin and the engine room, noise levels are kept luxuriously low.

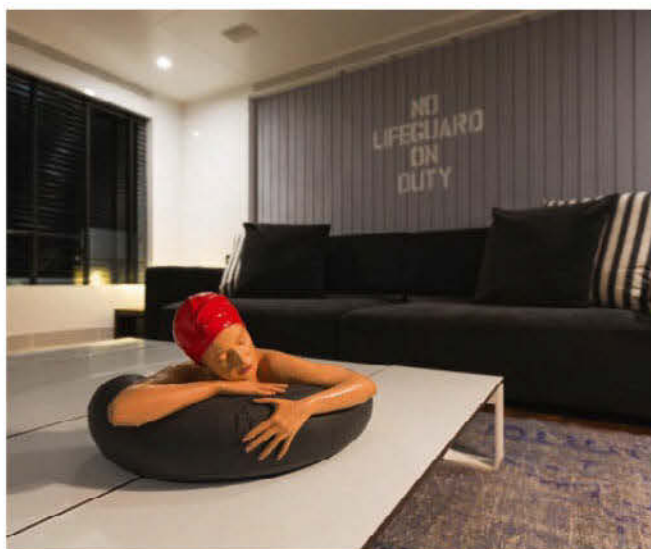
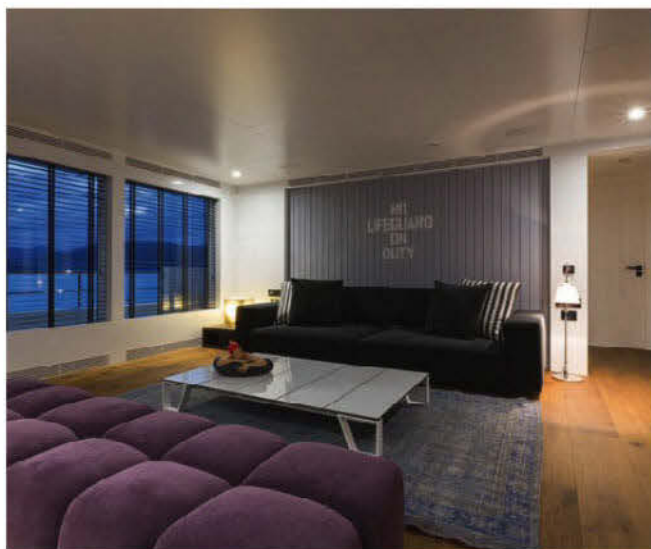
Two identical twin cabins – both with en suites – are staggered to port and starboard, with the forward area offering a VIP suite. The vertical topsides of the hull design mean that there is little intrusion here from the flaring of the bow.

With a deliberately low interior volume – *Alyssa* comes





Riza Tansu, builder and designer of Alyssa, is known for his beach house style. For Alyssa, he took inspiration from Miami's South Beach lifeguard stations – from beach house to beach hut



"We used the same wood they use to build the lifeguard huts," he says of the large bulkhead mural. "We also chose very comfortable furniture. My view in yachting is emphasising the casual"



in at 242 gross tonnes – the luxury of space is emphasised in the deck areas. In fact, there is no upper saloon, with that area reserved for a spacious upper deck complete with built-in table and bench seats under the radar arch, a request of the owner. A flybridge three-seat helm station makes for easy control on passage while under way in the yacht's intended Mediterranean cruising grounds, and the helm area is separated from the guest area by a unit containing fridges and cupboard space. A large glass screen keeps a connection between the two areas and affords a view while acting as a windbreak, although a deliberate gap at the top ensures a through breeze and ventilation to keep the edge off summer heat. Giant sunpads invite guests to relax and soak up the rays, or laze under starlit skies.

On the main deck, *Alyssa* borrows from earlier *Tansu* builds with built-in seating under the upper deck overhang, sunpads/recliners at the aft end of the superstructure and a couple of steps down to the boat deck. Here, a custom 5.5 metre Novurania RIB to port is launched via crane, while currently the starboard side is

open, although a crane has been added in case a second tender or other water toys are needed at a later date. With the tender launched, the boat deck becomes a multi-faceted playspace and wet area, as useful during the day under the sun as it is inviting in the evenings as an alfresco dining area or even a dance floor, should the urge hit.

Wide steps lead down to the transom, which acts as a bathing platform and, with no aft coaming or bulwark, the connection to the forward deck spaces is maintained.

Accessed via the side deck, the crew quarters offer three cabins to house five crew, with a small mess area and kitchenette to allow snacks and drinks without heading to the main galley. The crew area also includes additional cold stores, plus access to the engine room. The technical space is

vast, with high headroom and what appears to be minimal equipment, meaning the engineer has a luxurious amount of space in which to work. A further door leads to additional technical/storage space, complete with a laundry.

For *Alyssa*, the client specified performance of about 22 knots, so *Tansu* chose to adapt the planing hull platform used on *Only Now*,

The boat deck is a multi-faceted playspace and wet area, as useful during the day in the sun as it is for alfresco dining



The upper deck features a full flybridge helm station with three seats





platform he had used on 33.9m Only Now and, with twin Caterpillar C32 1,900bhp engines, that gives Alyssa a cruising speed of 18 knots and a top speed of 21 knots



ALYSSA



extended from *Only Now*'s 33.9 metres to almost 39 metres. *Alyssa* is powered by twin Caterpillar C32 engines to give a cruising speed of 18 knots and a top speed of 21 knots, but there have been other changes incorporated, too.

"Technically the most important thing in these boats – on *So'mar* and *Alyssa* and we are doing it on (new build) *Cutlass*, too – is that we have got rid of the hydraulic systems," Tansu explains.

"I was always disturbed by hydraulic pumps and the pressure in the systems, and the pipe runs used to disturb me as you have to live essentially in the technical parts. You hide the pipes in ceilings or behind joinery on a yacht of this size, but you can't bury them like you can in an 80 metre build. They are like leashed, aggressive Dobermans and when something goes wrong they can completely ruin your interior."

For the latest builds, Tansu has switched to electric stabilisers and an electric bowthruster, with the only hydraulics being the sternthruster, for which the pumps and pipe runs can be contained in the engine room. "It also means at anchor at night the yacht is very quiet, as there's

no sound of hydraulic systems in the boat," Tansu continues. "It's very good and I'm very happy."

Tansu has every reason to be happy. *Alyssa* is not only a fine-looking yacht from the outside, she offers the perfect balance between outdoor living and interior comfort without the confused sense of over-ornamentation that can prove both distracting and stressful. "My clients are people

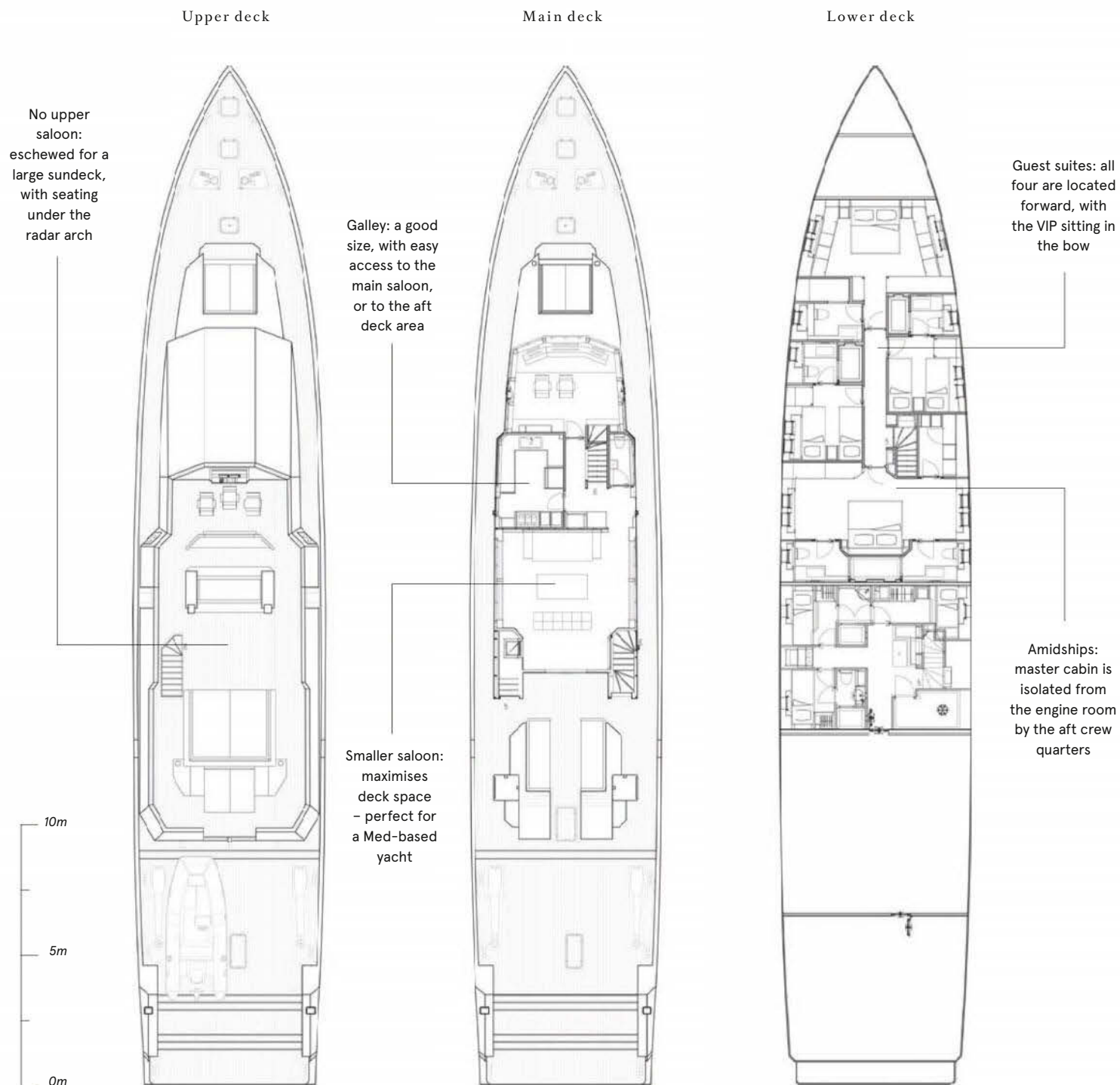
like us," Tansu concludes. "They are very cool, very interested in everything they are involved in. They are good people, not over the top. You can easily relate to them and then you become friends with them because you share a passion. That's the best part of it."

Alyssa's luxury comes through not in the application of layers of material embellishment, but in that embodiment of sophistication

– a casual, honest design that oozes quality from the standard of finish. Her monochrome palette and carefully considered spaces are the epitome of that casual, no-nonsense approach to enjoying life on the water. She is a kick-off-your-shoes yacht that just impels you to enjoy the beauty of your surroundings with friends. If only everything in life could be so simple. ■

*"At anchor at night
the yacht is very
quiet, as there's no
sound of hydraulic
systems in the boat.
It's very good and
I'm very happy"*

Alyssa – Tansu Yachts



LOA 38.75m

Beam 7.36m

Draught 1.82m

Gross Tonnage
242GTEngines
2 x Caterpillar C32 @

1,900hp each

Speed (max/cruise)

21 knots/18 knots

Range at 18 knots
900nmGenerators
1 x Northern Lights,55kW; 1 x Northern
Lights, 32kW

Stabilisers

CMC Marine

Fuel capacity

19,600 litres

Freshwater capacity

3,000 litres

Owner and guests 8

Crew 5

Tenders

1 x 5.5m Novurania

550DL; 1 x 4.3m

Novurania 400DL

Construction

Cold-moulded wood &
fibre epoxy

Classification

RINA Pleasure Class

Naval architecture

Diana Yacht Design

Interior & exterior design

Tansu Yachts

Builder/year

Tansu Yachts/2014

Istanbul, Turkey

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w: rizatansu.com



Wide steps lead down from the boat deck to the transom, which acts as a bathing platform, and, with no aft coaming or bulwark, the connection to the forward deck spaces is maintained



Book sail

Cinemas, gyms and plunge pools are de rigueur but few superyachts sport an onboard library. Well, says Erica Wagner, read on...

Two days after Christmas, in the year 1831, a young man set sail from Plymouth harbour. He was just 22 and his voyage did not start out happily. “The misery I endured from seasickness is far beyond what I ever guessed at,” he would write. But he had some consolation: his library.

Charles Darwin took about 400 books with him, by all accounts, when he set off with Captain Robert FitzRoy on *HMS Beagle* for a round-the-world trip; he expected to be gone two years. But the *Beagle* would not return to England for a full half-decade, making landfall at Falmouth on 2 October 1836.

That voyage changed the course of scientific knowledge forever, and Darwin’s observations were supported by the reading matter he kept close at hand: the shelves of the poop cabin at the stern of the ship – where Darwin also slept – were his resource. And he was always eager for more: in July 1833, not long after they had made a stop at Montevideo, he wrote to his sister Catherine, asking “chiefly for more books; those most valuable of all valuable things”. He wanted John Fleming’s *The Philosophy of Zoology*; Thomas Pennant’s *History of Quadrupeds*; Sir Humphry Davy’s *Consolations in*

Travel; William Scoresby’s *An Account of the Arctic Regions*; William Burchell’s *Travels in the Interior of Southern Africa*; George Scrope’s *Considerations on Volcanos*. Just think how Darwin would have loved a Kindle!

But just because Kindles and other eReaders do exist now, it doesn’t mean that modern yachts can’t have libraries, too. Amelie Udall is chief steward on the 39.4 metre sailing yacht *State of Grace*, which was built by Perini Navi in 2013 and sleeps nine guests. She’s got four suites, a gymnasium and a Turkish bath: but Udall is very proud of the library. When Udall joined the ship – the first sailing vessel she’d worked on – its shelves, in the guest cabins and the main saloon, were empty; she asked the captain whether she might fill them up.

“During the build, you’re concerned with what the guests sleep on, not what they’d read,” she laughs. “So I contacted the owner and I heard back from him – he was on for some books! He was very open-minded. He’s married, for the second time, and both he and his wife have little girls. So there are books for children as well. But we charter, too, and there are other families on board, of course, and all kinds of people, so I very much tried to purchase books of interest for lots of different tastes.”



Clockwise from top left: elegant literature storage aboard Northern Star; Nero's more formal library; the well-thumbed books aboard State of Grace; a reading nook on a Vicem Vulcan 46; the grand look in Reverie's saloon; tomes of all sizes find their place aboard Lady Christine



Some of the rules for building a seagoing library have something in common with the way you'd build a library in any grand, semi-public space: it's not just about acquiring the books. Rick Gekoski is a rare-book dealer, author and broadcaster. His London dealership, RA Gekoski Booksellers, is one of the world's leading specialists in modern English, Irish and American literature.

An ebullient American who has made Britain his home since the 1960s, Gekoski has never furnished a boat with books, but he knows how he would approach the task: "It's like a garden: first you have to plant it with the right plants, then you have to tend it." He despairs of some of the libraries he sees in places such as luxury hotels: "The books will be ill-chosen, they've been bought at jumble sales, and within a year it looks like hell."

But there's no reason a well-chosen shipboard library couldn't be a wonderful thing. "Who's it for? What do they want to read?" he asks. "You need advice, first of all, from a bookseller. A place like London's Heywood Hill, or Peter Harrington on the Fulham Road, would keep you informed of the latest good biographies, thrillers, gardening books and beautiful art books." First editions and the like – Gekoski's line – are out. "You want books to read. I don't like leather-bound books; and you have to maintain leather anyway, certainly if you are near salt."

In actual fact, he'd choose classics of detective fiction, F Scott Fitzgerald, Dickens, George Eliot... "I'd encourage my guests to take home with them what they'd started reading on board; then I'd replace what they took with new books. It would be fabulous! I'd want people to have trouble deciding what to read. They won't do that with 'beautiful' books," he says.

As it happens that's something of the approach that Udall took when it came

to building her library: she worked with Blackwell's booksellers in the UK, who sent her suggested lists of titles in the categories she chose: children's books, fiction, food and drink, art and photography books, travel. "Some boats I've been on have books on board coordinated with the colours of the cabins, but that's purely decorative. I wanted books people would really read."

There was one consideration that didn't occur to Gekoski, and doesn't seem to have affected Darwin either, but perhaps he just kept it to himself. "The books have to fit on the shelves," says Udall, "which is a little tricky because of the way the boat curves! I had to send Blackwell's the measurements of our shelves and make the selections accordingly. Someone there had to do the maths for the shelving and the selection."

She has her own favourites: the Nobu cookbook, from chef Nobuyuki Matsuhisa; and Niki Segnit's wonderful book *The Flavour*

Thesaurus, which provides aspiring cooks with the taste combinations that best complement each other, often in unlikely ways. It was thanks to Segnit's book that *State of Grace*'s bartenders developed a special pineapple and sage cocktail for last year's Antigua Charter Yacht Show. "It was

amazing, it's a combination you have to try," she says. When they head for new places – the yacht has just started sailing to Croatia and Montenegro – she'll get new travel guides for them; and some for the places to which she hopes to head someday. "I've got some on the Pacific, just in case!"

But there are other ways in which a vessel can have a literary bent; *Sherakhan*, a 70m expedition yacht, nods towards the bookish even in her name: Shere Khan is the marvellous tiger created by Rudyard Kipling in his *Jungle Book* and the young daughter of Jan Verkerk, the yacht's owner and general manager, was a fan of the Disney film.

But there is more. Each of the 12 suites on board the yacht is named after a famous author, and there is something for every taste. The master suite is suitably named Ernest Hemingway; the VIP suite crosses an ocean, as it's named after the 19th century French realist Émile Zola. Jane Austen, Tolstoy and even Jean M Auel (author of *The Clan of the Cave Bear*) and Dan Brown get a look-in. Of course, the most committed sailors might choose the Joseph Conrad suite, for Conrad was a great seaman himself. Each cabin comes equipped with a set of its author's books.

"It gives something original to the yacht," Verkerk tells me. "People like that. It's very simple to put a letter or a number on a room; this gives them a good feeling. I like the Joseph Conrad suite; I like Jane Austen, too. Most of the time people then find out that there are books in there – that just makes the boat a little bit special."

He also makes sure that they always have books on board that will tell guests about where the ship is headed. If she's off to Antarctica, for instance, the expedition leader will have his or her own special reading requirements: perhaps Sara Wheeler's wonderful *Terra Incognita*; perhaps a classic such as Apsley Cherry-Garrard's *The Worst Journey in the World*. A book such as Cherry-Garrard's, which describes the awful conditions its author endured on an expedition to collect the eggs of the emperor penguin in Antarctica in 1911, might well make passengers feel cosy aboard an elegant yacht.

Jonny Horsfield, of H2 Yacht Design, admits that in 25 years of building boats, he's not yet been called upon to build a proper library – but if he were, he knows it would have to be something fine. "A wine room is not just a place to store the wine. It would be the same with a library; it would need to be pretty impressive. I'd envision a double-height library, one with a big ladder; it would be a great place for a bit of showmanship."

Books do indeed furnish a room, as the saying goes. There's no reason why they shouldn't furnish a ship, too, as the great Charles Darwin knew. ■

"Some boats I've been on have books on board coordinated with the colours of the cabins, but that's purely decorative. I wanted books people would really read"



THE JOURNALS OF
CAPTAIN JAMES COOK

James Cook led three remarkable voyages to the Pacific Ocean between 1768 and 1779 – and he tells a vivid tale.



IN THE HEART OF THE SEA
BY NATHANIEL PHILBRICK

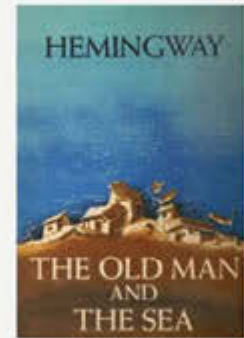
It is said that the dramatic story of the *Essex* inspired *Moby-Dick*. The film of Philbrick's book will be released this year.



THE VOYAGE OF THE BEAGLE

BY CHARLES DARWIN

Darwin's account of his
1831-1836 voyage around the world.



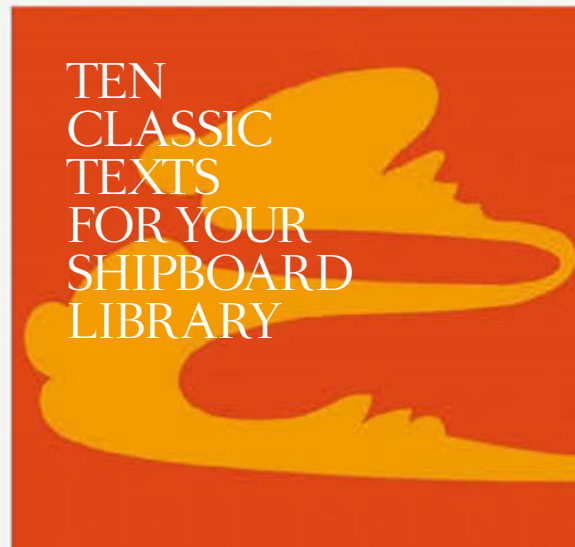
THE OLD MAN AND THE SEA
BY ERNEST HEMINGWAY

Hemingway won the Nobel Prize in Literature after his story, of a fisherman's struggle with a giant marlin off Santiago, was published in 1952.



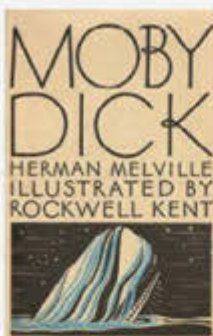
CAPTAINS COURAGEOUS
BY RUDYARD KIPLING

A moving novel of a boy's growing up at sea, made into a wonderful film starring Spencer Tracy.



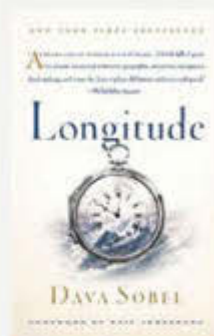
THE SHADOW-LINE
BY JOSEPH CONRAD

A fine novella, one of Conrad's later works, in which a captain is tested when his ship is becalmed.



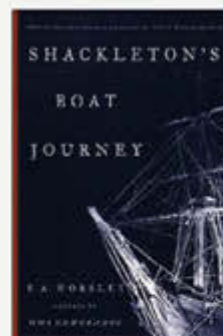
MOBY-DICK
BY HERMAN MELVILLE

Ishmael's tale of Ahab's quest for the white whale is, simply, one of the greatest novels of all time.



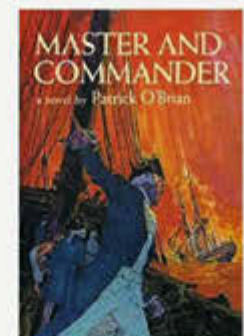
LONGITUDE
BY DAVA SOBEL

The compelling tale of clockmaker John Harrison, who solved the problem of determining longitude – the foremost scientific issue of the 18th century.



SHACKLETON'S BOAT JOURNEY BY FRANK WORSLEY

Worsley was captain of Shackleton's *Endurance*, which sank in the Antarctic in 1915. They reached South Georgia, 800 miles away, on a 7m lifeboat.



MASTER AND COMMANDER
BY PATRICK O'BRIAN

The first in O'Brien's magnificent series of Aubrey-Maturin novels set during the Napoleonic wars.

The Ocean doesn't care. She doesn't care how long your craft is. Or who's on board. She doesn't care what vintage you're sipping. Or who made your sail. The Ocean doesn't care about any of that. She's been here forever. Seen the earliest of log rafts trying to cross her. Carried Vikings to war. Witnessed Armada's. She's got better things to care about. Her big fish are almost gone. A fifth of her coral reef lost. Blue fin tuna on the edge of extinction. Getting 10% of the Ocean registered as protected waters by 2020 will heal her. Replenish her. The current 3% isn't enough. 10 will be. The Blue Marine Yacht Club is for yacht owners who care about her. Who want to sail responsibly. Get involved in making the Ocean a healthier happier place. Become a member of a yacht club that stands for something. Put something back. Fly our burgee. Love the Ocean. To join call 020 7845 5850 or email us at bmyc@bluemarinefoundation.co.uk Blue Marine Yacht Club 





QUIET COOL

The Italian Sea Group's first yacht in its Silent series is a well-performing, easy-to-handle cruiser with quirky aesthetics, but it's in the comfort and quietness stakes where she comes into her own

Words - Tim Thomas Photography - A&B Photodesign

It seems unusual that a shipbuilder known purely for its motor yachts should suddenly decide to build a sailing yacht, but then The Italian Sea Group is not your usual yacht builder. Since Giovanni Costantino stepped in as chairman a little over five years ago, the Admiral and Tecnomar brands, the yard facilities, the business structure and the company's ambitions have changed beyond all recognition.

Enter the Silent series – the first sailboat line-up amidst a sea of motor yachts. “Basically,” says Claudio Corvino, a naval architect who works in the Admiral sales department, “everything started because of Costantino. He is a passionate sailor, and he wanted to turn his passion into business.” The result was the Admiral Sail division, and the initial offering was intended to be a range of sailing yachts from 20 metres to 30 metres, built in composite but with the custom interior design ethos of the motor yachts applied to the concept.

Soon, work began on the first model – a 23.15 metre known as the Silent 76. Fast forward to 2015, and that first yacht, now named *Gigreca*, is sailing the waters of the Med.

As I wander the pontoon to look at *Gigreca*, in the yard at Marina di Carrara, she looks like a typical, comfortable mid-sized cruising yacht. Her lines are shapely, her deck profile modern and rig modest. Her profile is made more striking by the addition of a fixed windscreen and hardtop, and while her aesthetics might not suit everyone, the structure is to prove its worth in the bitter wind blowing off the Tuscan coast.

As we motor out of the harbour entrance, it is clear why her model name is “Silent”. With barely a whisper on deck from her twin Yanmar diesels, the throttles ease forward and *Gigreca* makes headway.

“The idea of twin engines,” Corvino explains, “was a matter of safety in case of an issue with one of the engines. Also, she has joystick control which controls the two engines and the bowthruster, so it makes any operation very easy, even for just one person.” Not only that, but her powertrain also means she is capable of cruising under engine at 12 knots, topping out at close to 14 knots, which is perfect for the Med where the wind can be unpredictable at the best of times.

Gigreca's main purpose, though, is as a cruising yacht. Her hull has a single rudder and a fin keel with integrated bulb and winglets to ensure her draught is kept below three metres: important for this owner, whose preferred cruising grounds are Corsica and Sardinia, where shallow water access can be an advantage. Her metal mast and boom were built by Maxspar. In-boom furling makes her easy to handle, while her controls are all top spec. Her standard sailplan includes a self-tacking jib, but if more power is required a 108-110 per cent overlapping jib can be specified. Future builds could also opt for carbon spars, but it's comfort, not performance, that the Silent 76 is designed for.

This facet is emphasised by her layout and her interior – created by The Italian Sea Group's in-house Admiral Centro Stile design office – where hints of marble and stone complement the dark wood finish. Her arrangement is a little unusual for a sailing yacht: the deck saloon features seating to starboard and a longitudinal galley to port, complete with a galley island. A few steps down and aft lie her aft master cabin and two further guest cabins. The VIP guest suite is located forward of the saloon. The crew cabin is in the bow, accessed

via a deck hatch and featuring a sleeping cabin, shower room and head, and a washer/dryer.

While *Gigreca*'s layout has compromises – her crew quarters access, the lack of fiddles and the like in the galley area, a small chart table and navigation area at the forward end of the galley, and limited access to the mechanical space – she has been designed to meet the needs of the owner, so not only are several standard interior layouts available, but a client can customise the interior style, change the layout and some of the bulkheads. “The aim of the yard,” Corvino points out, “is to make each boat as a custom product – even at 23 metres.”

Although the custom interior does not feature high-tech weight-saving solutions, and while the hull is built using standard lay-up techniques with fibreglass, Kevlar and carbon elements, the weight is a reasonable 45 tonnes, thanks in part to using materials such as Slate Lite for the galley counters, which give the look and feel of stone but without the weight penalty. It shows in her sailing performance.

As we finally hit a breeze line, we hoist the main and unfurl the jib. With the mainsheet running atop the aft arch, and the boom clearing the hardtop with space to spare, moving about the cockpit is safe and easy. The twin helm pedestals feature scalloped wheels mounted on the forward side, so accessing the instrument controls does not necessitate reaching around, over or through the spokes.

At first, she feels reluctant to get going and with the breeze at about

nine knots true, she ambles along at between five and six knots with the wind on or just aft of the beam. As the breeze picks up, climbing towards 20 knots true, so *Gigreca* picks up the pace, climbing through seven knots on the wind to just over nine knots on a beam reach. Her steering is rod-and-cable from the wheels to the quadrant, so while she is light on the helm, there is just enough feedback to feel her groove. There is no question that she is capable as a leisurely cruiser, and the yard is making tweaks to the design for the next in series, including reconfiguring the rudder and adding folding props.

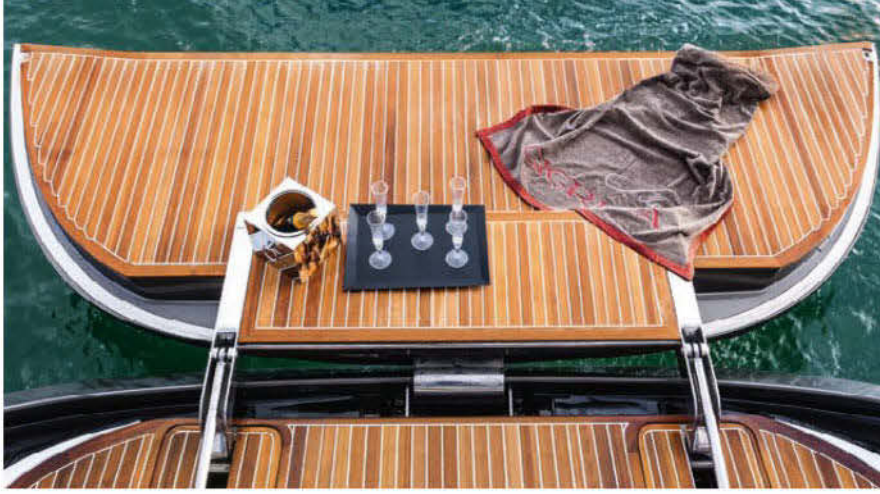
When not sailing, *Gigreca*'s deck layout offers plenty of opportunity for relaxing. She has three defined sunbathing areas: foredeck, aft deck and atop the coachroof, with superstructure steps affording easy access to a space that normally is inaccessible. In the stern she has a large garage, with the whole transom folding down to create a swim platform. She carries a 3.2 metre waterjet RIB and there is space in the garage for a jet ski or further storage. Alternatively, the aft bulkhead can be moved to give a smaller garage, but a larger aft master suite.

Things have changed since construction on *Gigreca* began and that has led to a change in philosophy towards the Admiral Sail line. “The plan changed because the yard changed: we largely abandoned the idea of building in composite,” Corvino explains. The Silent 76 will remain as a composite, semi-custom sailing yacht with full custom interior, but the rest of the Silent range has been replaced with a larger series and intended to be built in aluminium, comprising sailing superyachts at 38 metres, 48 metres and 60 metres in length.

“Of course, this is only the beginning,” Corvino concludes. “The idea is to offer fully custom projects like we do with the motor yachts, but we want to guide clients through a sailing yacht which is not only fast, but comfortable in any conditions.” As beginnings go, *Gigreca* is a confident introduction, and considering the changes Costantino has introduced, perhaps that is not so unusual after all. ■

As we motor out of the harbour entrance, it is clear to see from where her model name derives. With barely a whisper from her twin engines, Gigreca begins making headway





As the breeze picks up, climbing towards 20 knots, so Gigreca picks up the pace, climbing through seven knots on the wind to nine knots on a beam reach



*Above: in keeping with the emphasis on leisure, at the stern, the garage transom folds down to provide a generous swim platform.
Right: the cockpit is perfect for entertaining.
Below: atop the coachroof is one of three of Gigreca's designated sunbathing areas*



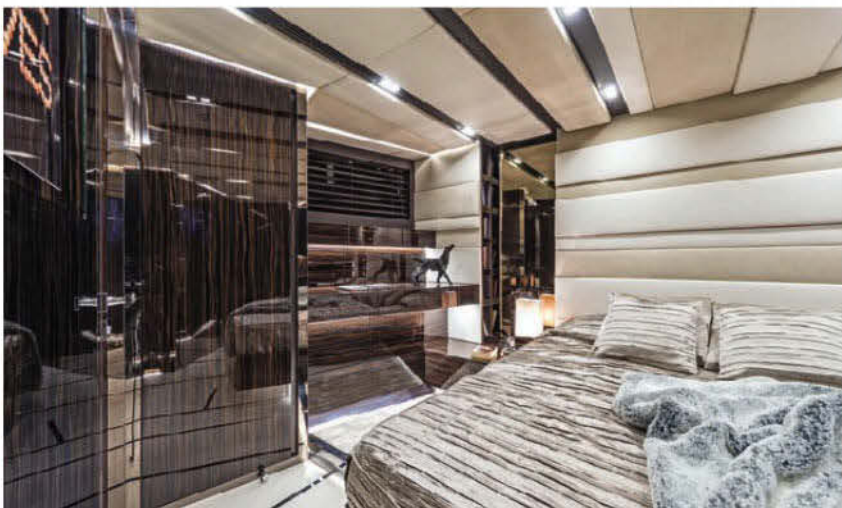
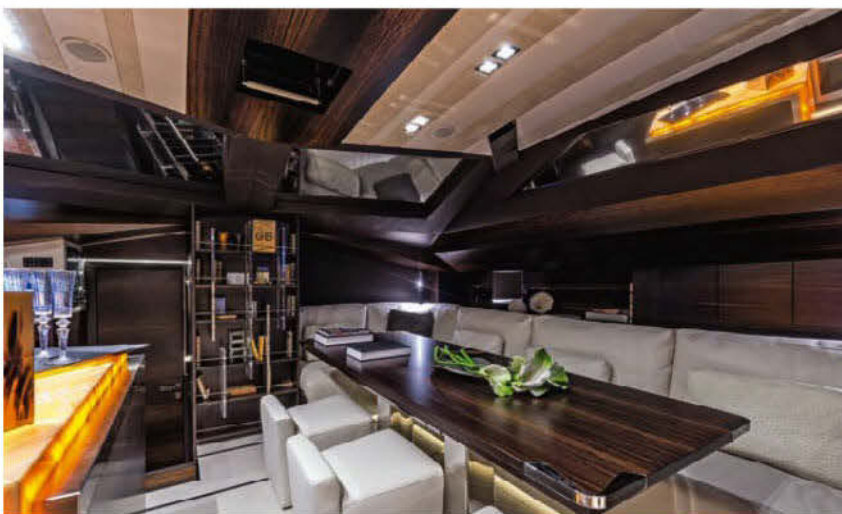






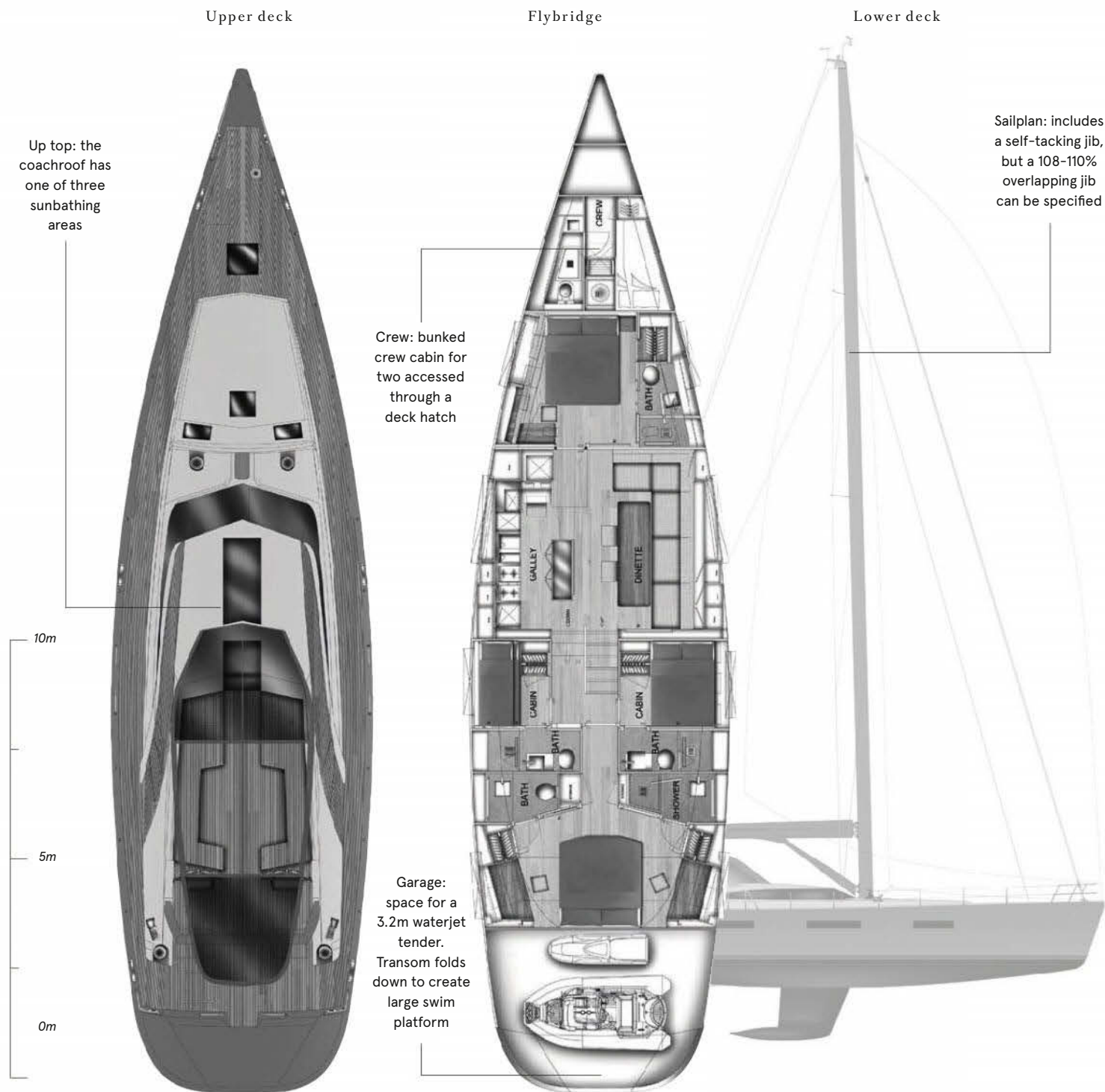


Hints of marble and stone complement the dark wood finish of the interior



Top: Slate Lite has been used for the galley counters, offering the look and feel of stone but without the weight penalty. Middle and far left: The dark wood finish of the seating area, which was designed by Admiral Centro Stile. Left: One of four guest cabins, which continue the contrasting dark/light palette

Gigreca – The Italian Sea Group



LOA 23.15m
Beam 5.9m
Draught 2.93m
Displacement
 45 tonnes
Engines
 2 x Yanmar Common

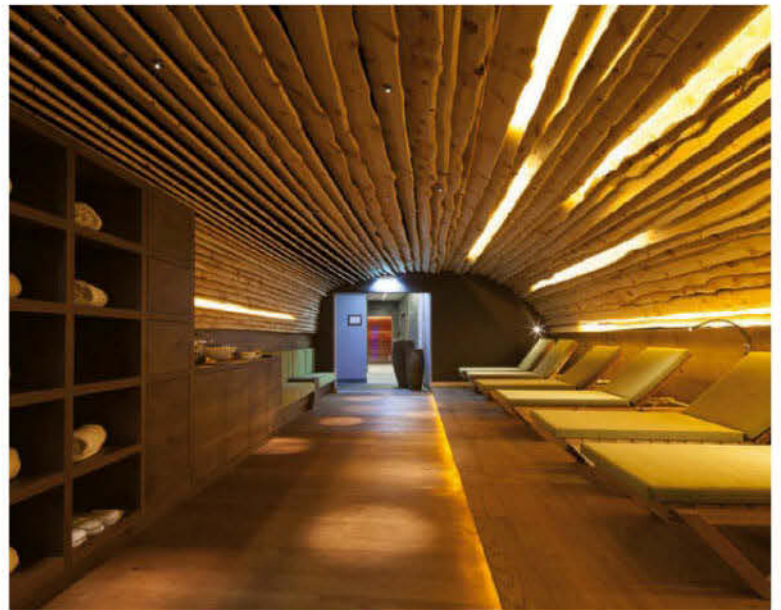
Rail 4BY2-150 diesel
 @ 150hp each
Speed (max/cruise)
 13 knots/11 knots
Sail area
 250m²
Generator
 Kohler 20kW, 220v

Fuel capacity
 1,900 litres
Freshwater capacity
 1,360 litres
Owner and guests 8
Crew 2
Construction
 Composite

Classification
 EURCD Design Category
 A – Ocean, RINA Green
 Plus Platinum and CE
 MCA < 24m, MCA Code 3,
 RINA Comfort Class
Naval architecture
 The Italian Sea Group –

Jacques Faroux
Exterior design
 De Benedetti & Fiordi;
 Admiral Centro Stile
Interior design
 Admiral sail Centro
 Stile – Arch Gian Marco
 Campanino

Builder/year
 The Italian Sea Group/2014
 Carrara, Italy
 t: +39 0585 5062
 e: marketing@
 admiraltecnomar.com
 w: admiralsail.it

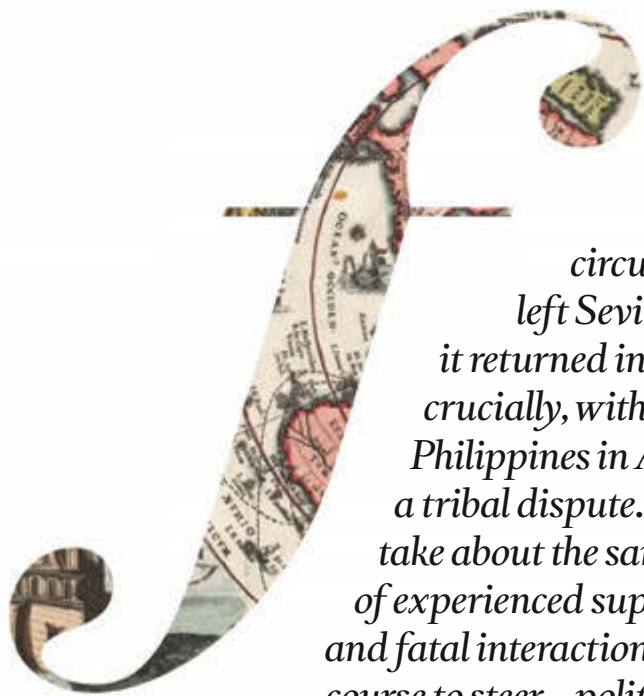


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Tales of the unexpected



erdinand Magellan never made it home from the world's first attempt at a circumnavigation. The Portuguese's expedition left Seville in 1519 with five ships and 270 men; it returned in 1522 with one ship and 18 men and, crucially, without its leader. Magellan was killed in the Philippines in April 1521 after winding up in the middle of a tribal dispute. A modern-day circumnavigation should take about the same amount of time, according to our panel of experienced superyachters, and hopefully minus the scurvy and fatal interaction with the locals. But there's still a tricky course to steer – politically, geographically and navigationally – in many parts of the world and girdling the globe is far from a case of setting the autopilot and sitting back. Here, we find out just what can go wrong on the long way round, from crazy crew to dodging pirates and almost going the full Titanic with an iceberg in the Antarctic.



Sietse Koopmans

ZEEPAARD

You can't blame Sietse Koopmans for not wanting to hurry back to Egypt. During his three-year circumnavigation aboard the 37.2 metre Vripack explorer *Zeepaard*, he and everyone on board were held hostage for three days while anchored off a town near Alexandria. "That was the end of our tour in Egypt," he says matter-of-factly. "I decided there and then never to return." Koopmans, now planning his second circumnavigation on a boat expected to go into build shortly, also intends to take a concierge with him next time, someone to establish where to shop, eat, find the best diving, what to do and where, in order to save time and get the best out of every location.

The first thing to consider when planning a circumnavigation, though, is your choice of boat, says Koopmans – go for the wrong one and you'll be paying for it all the way around.

"My experience is that yachts are designed in committee by people that have no cruising experience," he says. "My boat, *Zeepaard*, is an explorer which is as close as you can get to the best boat. I don't believe in sailboats – I like day sailing and racing – but cruising with a sailboat is cumbersome. For the same price you have a motorboat with three times the space." Koopmans' new boat will be another explorer, incorporating all the things he learned in those three years travelling around the world.

Zeepaard's voyage started in Malta in 2009. The yacht cruised the Med before setting off west across the Atlantic – the best way, says Koopmans. "Go with the current and the winds, then you will stay in the bandwidth of good weather." The homeward journey

across the Indian Ocean took *Zeepaard* into pirate territory, something Koopmans was well prepared for. "We made extensive modifications, including wrapping her up in chicken fence, barbed wire and electric fencing," he recalls. "We also stuck a military number – ZP01 – on the bow, fitted shooting bunkers on deck and modified the engine room into a citadel from where we could operate all controls." For extra security, four Dutch Navy Seals joined the yacht for the journey.

Ironically, the only piratical act was committed by a crew member, and Koopmans learned the hard way to pick crew with great care.

"You learn to work with crew and their wits. Generally we had a great crew apart from one criminal chef who made transfers to her own account and disappeared." Another headache was caused by red tape on the trip, most notably in Cuba, where it took a whole day to check in and out of the country. "Watch out in Cuba," Koopmans warns. "Eleven government officials came to inspect, fill in and sign the same papers."

But no matter how onerous the bureaucracy of various jurisdictions, it's soon forgotten. "Spotting humpback whales breaking next to the boat in Niue, to catching a mahi mahi twice during a crossing in the Pacific on a \$12 fishing rod, and seeing rays jump out of the water when chased are just a few of the unforgettable experiences," Koopmans says. "Our favourite part of the world is the San Blas Islands off the coast of Panama; it is like walking into *National Geographic* magazine. Then there is Fiji, where we donated all the clothes we accumulated on board and went for an island tour

after drinking cava with the head of the island. It was touching to see the standard of living and happiness there."



Clockwise from above: a street market in Thailand; diving with manta rays in Indonesia; the famously beautiful Whitehaven Beach, in Australia's Whitsundays



THE BESTS

Best beach: Whitsundays
Best anchorage: Montenegro
Best fishing: Indonesia
Best diving: Indonesia
Best food: Thailand



Above left: arrival in port, Thailand. Above right: Zeepaard in Indonesia. Right: the Corinth Canal, Greece. Below: with the local police in Indonesia. Below left: the Panama Canal. Left: swimming with humpbacks off Niue, a remote island in the South Pacific



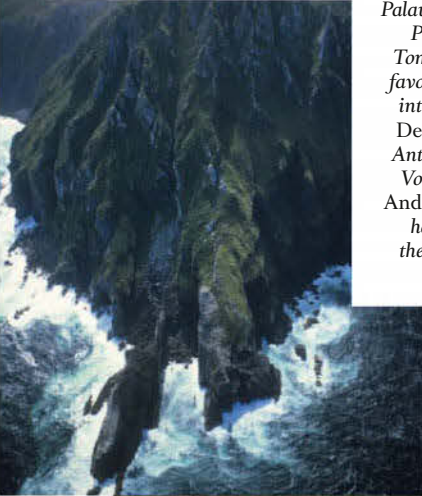
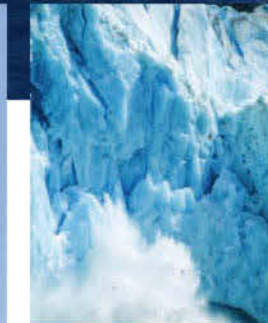
Zeepaard off Panama's San Blas Islands. Left: smiling for the camera in Fiji



"The San Blas Islands off Panama was like walking into National Geographic magazine"



"Don't try navigating at night! The floating log deadheads can sink a yacht quite easily"



*Clockwise from top left:
Palau, in the remote Western
Pacific – so stunning,
Tom Perkins named it his
favourite place to visit; the
intrepid Andromeda la
Dea; a calving iceberg in
Antarctica; Perkins at Les
Voiles d'Antibes, 2003;
Andromeda dominates the
harbour at Portofino;
the wild and forbidding
Cape Horn*





Tom Perkins

ANDROMEDA LA DEA, ATLANTIDE, MALTESE FALCON

Tom Perkins has clocked up about 250,000 nautical miles in his fleet of yachts: an explorer, two sailing yachts, including *Maltese Falcon*, the world's second-biggest, and a classic motor yacht. He has completed two circumnavigations: east to west around the world and north to south. Beware the charts, he warns. "The charts in Alaska aren't terribly accurate. We ran aground with *Andromeda* and the nine metre tide left us totally out of the water on a bank of shale. We rigged kedge anchors far outboard leading to the mast top, to prevent tipping over (it worked) and all aboard went ashore for safety for eight hours before the tide started to return," he recalls.

Watch the weather in northern latitudes, too: "Alaska can have awful weather for weeks on end and some summers the sun never shows," he says. The scenery, however, easily compensates and when the weather is playing ball, nowhere compares, according to the venture capitalist, who remembers days with barely another yacht in sight. "But don't try navigating at night! The floating log deadheads can sink a yacht quite easily."

Then there is Cape Horn, which he advises should be rounded in December, but even then it can be calm or horrific. "We had only a perfect 20-knot breeze on the beam, so we sailed around the island and then on across the Drake Passage to Antarctica. The following year at the same time a friend with a similar yacht encountered 120 knots of wind and was unable to round. As it never gets very dark at night in those high southern latitudes, we sailed at night. This was very foolish, we discovered, as radar doesn't always show even huge icebergs if they are in the process of capsizing – the echo gets reflected into outer space and not back to the yacht. One scary incident (picture the *Titanic*) ended our night adventures," he says.

Like Koopmans, Perkins remembers his time spent in Egypt with some negativity: "I have transited the Suez Canal only once and will never do so again. With *Andromeda* it was a two-day process. After adjusting to the incessant demands of the Egyptian crew one is obliged to take aboard, and their begging for cigarettes and 'gifts' (one actually took my sunglasses off my face and put them in his pocket), the first day was uneventful and the pilot was a nice fellow.

"But the second day with a different pilot was very nasty. The pilot, a damn scoundrel, took me aside and announced that he had found

drugs aboard (utter nonsense, of course) and that we would have to suffer a two-day inspection, which would have torn apart the yacht. Clearly he just wanted a cash bribe from me to forget the matter. But I wouldn't play ball. I said, 'Fine, let's do it, but I want authorisation from your boss's boss first.' He refused to make the call, so in his presence, I started to make my way via phone up the chain of command.

Before I got very far, he announced that on second thoughts there were no drugs. We departed and he didn't get the tip I would normally have given to the pilot."

One very close call came for Perkins's crew in Antarctica. The entire boat's company, barring Perkins himself, had decided to climb a small iceberg nearby. After playing for an hour, they detached the ice axe anchoring the tender and climbed back on board, but as they did the iceberg started to capsize – slowly at first, then faster. "My crew just made it to safety," he remembers. "A minute or so sooner and they would have all perished in that freezing water, long before I could have singlehandedly launched another tender." Then there was the crewmember who got stung

by a Portuguese man o' war jellyfish while cooling off mid-Atlantic and went into anaphylactic shock – twice. He pulled through thanks to the extensive medical facilities on board, but still wears the whip-like scars across his back.



THE BESTS

Best beach: Palau

Best anchorage:

Palau

Best fishing: Palau

Best diving: Palau!

Best food: Always on board



Owners of...

TWIZZLE

The owners of *Twizzle* have gone round the world twice – east to west and west to east. The best, they say, is westabout. “The most practical direction (taking into account weather and seasonal winds) is to go counter-clockwise. Head for the Panama Canal, then through to the Galápagos and across the Pacific, then on to the Far East, Indian Ocean and Suez. Going clockwise is much more complex to programme,” they counsel. But despite all the preparation in the world, nothing can fully ready you for the unexpected, namely one “sociopathic lunatic stewardess, who appeared to be sweetness and light but was making up all sorts of medical problems and writing her own prescriptions and scanning them on the bridge late at night”.

Both the boats they’ve circumnavigated in were built from new – a 57.5 metre Royal Huisman sailing yacht and a 55.5 metre Feadship. They recommend this approach as you are able to cover a lot of the eventualities. “We collaborated with designers and crew to plan the particular parts of the boat (food storage, easy docking and anchoring and extra-good communications) that were necessary for such a trip and that work really paid off,” they say. But plans are often blown apart by the Pacific, where some charts haven’t been updated since the original survey by Captain Bligh of *HMS Bounty* fame. “We used a range of pilot books and downloaded information from the internet. The charts become increasingly inaccurate as one approaches the Pacific. The best way to navigate is to overlay radar on top of the ECDIS chart displays to see exactly how incorrect the charts really are,” *Twizzle*’s owners recommend.

Some of their sharpest memories are of Papua New Guinea, at once the most frightening port of call and the richest culturally. “Papua New Guinea can be pretty scary and we were made to leave some of the islands we visited, despite having a knowledgeable guide on board,” they remember. “But we were forewarned about the dangers and it was worth it as we saw some extraordinary sights and met some of the most colourful people in the world.” Other must-visit destinations are the Mergui Archipelago, southern Myanmar; the Tuamotu Islands in French Polynesia; Tonga; and Vanuatu, this last island nation home to a spectacular volcano on Tanna that can erupt several times an hour (see the *Voyage* section for more on this).

“And everyone talks about Alaska but no one mentions British Columbia and the Inner Passage. But it is just spectacular and so remote from the rest of the world, with incredible wildlife, whales and animals and the most beautiful scenery in the world. Watching killer whales put on a 30-minute performance for us all around the boat, and bobbing about in a dinghy watching 12 humpbacks cooperatively bubble fishing for herrings was, as the Americans say, awesome! The glaciers were pretty good too.”



The 57.5m Royal Huisman Twizzle (and crew, left) – home for the first circumnavigation



THE BESTS

Best beach: A tiny sandy island just inside the southern pass of Fakarava, a South Sea lagoon 200 miles north east of Papeete, Tahiti
Best anchorage: Fakarava, Tuamotus
Best fishing: British Columbia
Best diving: Indonesia, Cocos Islands, Galápagos, Vanuatu and, again, Fakarava
Best food: Thailand’s markets



Young canoeists in Papua New Guinea



Clockwise from above: Fakarava Beach, French Polynesia – the owners’ favourite; the Feadship motor yacht Twizzle in Glacier Bay, Alaska; the live volcano on Tanna island, Vanuatu



Left: the junior Ryans and Tenaz's inspirational skipper



Right: on a riverboat trip from Batam to Kangean, Indonesia. Below: the ruin of the Temple of Aiphea, Aegina Island, Greece. Below left: in the Suez Canal, Egypt. Left: father and daughter safely attached in bigger seas



THE BESTS

Best beach: Andaman Islands - wild and white
Best anchorage: Impossible to choose!
Best fishing: Vanuatu
Best diving: Raja Ampat



A family expedition in Cairo (and below). Bottom: getting agricultural in Bali. Below left: cruising the Solomon Islands



Mike and Judy Ryan

TENAZ

Take longer and do it more slowly is the advice from Mike and Judy Ryan, who completed an 11 month circumnavigation in their 40 metre Dubois/Pendennis sloop *Tenaz*. And when your rig breaks, sometimes all you've got to fall back on is blind faith. Setting off from Palma the Ryans went to Tunis, then onto Italy, Sicily, and over to Corfu and the Greek Islands before heading to Egypt for the passage through the Suez Canal. By heading east against the grain and out of season, they got some of the Med's greatest sights to themselves, including independent access to the Monastery of Saint John the Theologian and the Cave of the Apocalypse on the island of Patmos.

Taking their children out of school was a big decision, but one that paid off, with their three daughters learning a huge amount. "We took tutors, opting for a married couple on the recommendation of an agency, as we got more bang for our buck. Plus they were able to be a unit unto themselves, which meant they didn't need to always be with us or the crew," they say. But the girls' best lessons were thanks to the decision to promote the first mate to captain: "She was our first female captain - and the first-ever female skipper of a superyacht - and a fabulous role model for our three girls."

One of the more challenging moments came in the Gulf of Aden, when their gooseneck - the connection between the boom and mast - snapped off. *Tenaz* limped into Salahah, Oman, at Christmas, with a broken rig and little chance of repair. That was until they met Butch, a former French Legionnaire who operated a machine shop. He said with €10,000 in cash he could get the new part from Dubai. With little choice the Ryans handed over the money and crossed their fingers. Three days later Butch reappeared with the gooseneck and change. One location that didn't live up to its frightening reputation was the Andaman islands in the Indian Ocean. "Beware of the headhunters in the southern islands," the Ryans still warn. "People have been killed. But these are some of the most remote and interesting places on earth."


Watching the inhabitants of the Banks Islands in Vanuatu expertly manoeuvre their dugout canoes is a lasting memory. "They hadn't seen a supply ship in six months," the Ryans recall. "They lived in coconut fibre huts, no roads, no modern amenities at all. We would always make sure that we fished before arriving at a new location so that we could offer something to the chief. Watching them in the sea was amazing. In their canoes, they were quick and fearless and utterly at home." ■



LEAN MACHINE

Steve and Linda Dashew sailed the world with their young family. Now, as Ivor Wilkins discovers, their unique FPBs mean that others can enjoy safe, efficient passage-making too – with or without a crew





Globe-girdling voyagers Steve and Linda Dashew have the unusual distinction of achieving cult status on both sides of the boating divide.

When advancing years forced them to contemplate a change from a lifetime of designing sailing yachts and switch to motor yachts, it amounted to a seismic shift – the nautical equivalent of Bob Dylan’s 1965 defection from acoustic to electric sound.

Yet, a decade later, the small but dedicated band of Dashew motor yacht disciples is solid testament to their success. Their latest launch, an imposing 33.5 metre called *Iceberg*, follows a successful run of 10 19.5 metre yachts. Number 11 is under construction at Circa Marine in Whangarei, New Zealand, alongside a new series of three 23.7 metres.

The Dashews have never been content to follow the herd. That was the example set by Steve’s father Stanley Dashew, the multimillionaire US inventor and entrepreneur, whose work helped bring about the first embossed credit card. Stanley also took his young family to California by yacht, sailing from Chicago to the West Coast by way of the St Lawrence River and Panama Canal. Steve and Linda did something even more ambitious: a seven-year circumnavigation with their two young, home-schooled (or rather boat-schooled) children.

Beowulf, their final sailboat, was a powerful 23.7 metre ketch. With just the two of them on board, the Dashews clocked big daily runs – 300 miles and more – as they sped across the oceans.

Their belief has always been that speed, achieved with the least possible effort, is the voyager’s best friend. Boats capable of 270- to 300-mile days have a good chance of sticking with weather systems that are desirable and moving out of the way of those that are not.

Although the change to power brought with it a new following, the design approach remained rooted in a drive for safe, efficient and comfortable long-range passage-making.

The result has been a series of motor yachts that are dubbed FPBs (functional power boats), which bear a strong resemblance to their sailing sisters.

The first was a 25.3 metre called *Wind Horse*, which the Dashews used as a test bed for their concept. Long and narrow, just like

their sailboats, the vessel was eye-catching for its purposeful lines, raw aluminium plating and tough, almost military appearance.

With only two 150hp engines and 13,300 litres of diesel, *Wind Horse* could achieve passage averages of 11 knots and cover 5,000 miles without refuelling. *Iceberg*, dubbed an FPB97, is powered by two 300hp six-cylinder diesels providing a top speed of just under 15 knots. It will cruise at 12.5 knots, burning only 55 litres per hour for a similar range.

“Apart from opening up ocean-crossing capability, one of the big advantages of range is that you are no longer constantly worrying about your next fuel stop,” says Dashew. “That has a huge impact on your flexibility and allows you to enjoy your time on board.”

In terms of safety, the goal is to combine speed with prudent passage planning and careful weather routing to avoid trouble where possible. But a great deal of thought has gone into managing heavy weather conditions that can’t be avoided.

First, the boats are built to be tough. Close framing and progressively more solid plating – from 8mm through 16mm to 25mm towards the submerged portions of the hull – combined with several watertight bulkheads and minimal hull penetrations, provide a stiff, strong, protective shell. In several instances, the scantlings are double the Lloyd’s classification requirements.

The hull form itself, with its distinct canoe body shape and weight concentrations low and amidships, encourages good seakeeping characteristics.

When Dashew ventured into the powerboat world, he was concerned at what he regarded as an inherently unsafe proposition in the conventional market. An analysis of hull shapes led him to believe that the majority of powerboats, from launches to large tankers, would not survive a roll past 60 to 70 degrees. “At that point, they will capsize and not come back again,” he says.

His approach was to come up with a shape and form that would resist capsize to about 135 degrees. Then, if it did go beyond that, a combination of narrow hull, high topsides and superstructure and careful distribution of weight would provide very little inverted stability, so the boat would roll back upright.

“When we first started working on the powerboat design, we said there was no way

we were going to cross oceans unless we had a vessel that would recover from a capsize,” says Dashew. “We have established that you can have self-righting motor yachts that are comfortable, at the expense of some volume.”

The fine wave-piercing bow entry, balanced by a tapering stern, would also allow the boats to run before following seas for far longer than conventional powerboats, which would risk broaching in similar conditions. This has been amply demonstrated in practice, with the boats regularly surfing and tracking effortlessly under autopilot.

“In more than 250,000 miles at sea in our boats, I have not seen a condition where we could not continue to run downwind,” Dashew says. “That extends the conditions through which you can progress without having to heave-to and start jogging upwind.

“If it is blowing 30 to 35 knots on the stern quarter, you just say, ‘Let’s go!’ It will surf and surfing is fun.”

This ability in following seas is further assisted by oversize rudders. “We do pay a small drag penalty for that,” says Dashew, “but it is about safety and control.” A by-product is also improved slow-speed control when manoeuvring in close quarters, eliminating the requirement for a stern thruster.

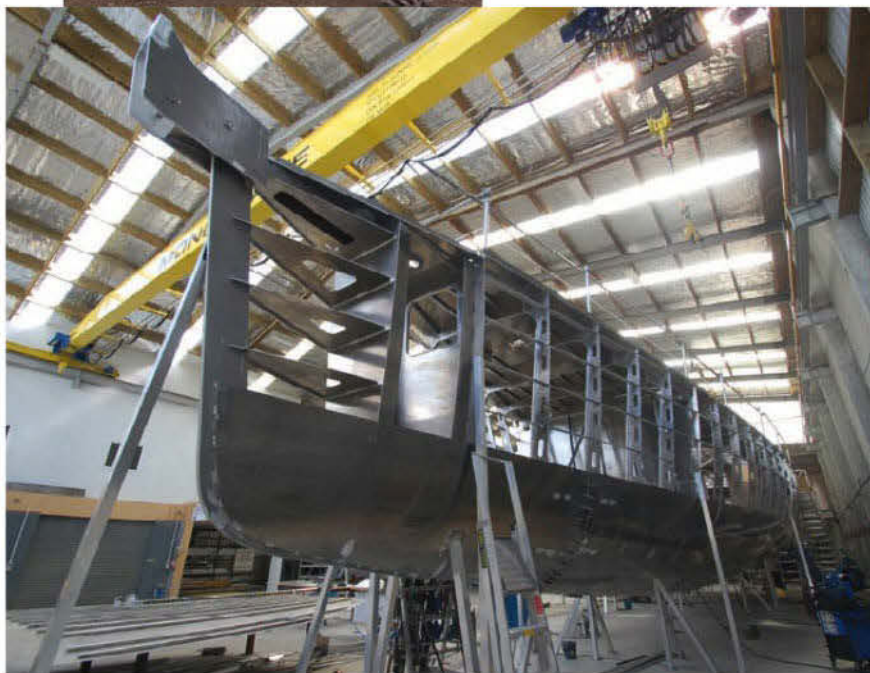
Iceberg, on its extended sea trial that all the Dashew boats go through, completed close to 3,000 sea miles before delivery and on one offshore passage had winds of 35 knots gusting to 50 knots on the stern.

“The wind was directly astern, but the waves were off the port quarter,” says John Richards, who was in charge of the trial. “We steamed along at 12.5 knots with the boat tracking really well. The bow never threatened to take over and we were never in danger of losing the autopilot.”

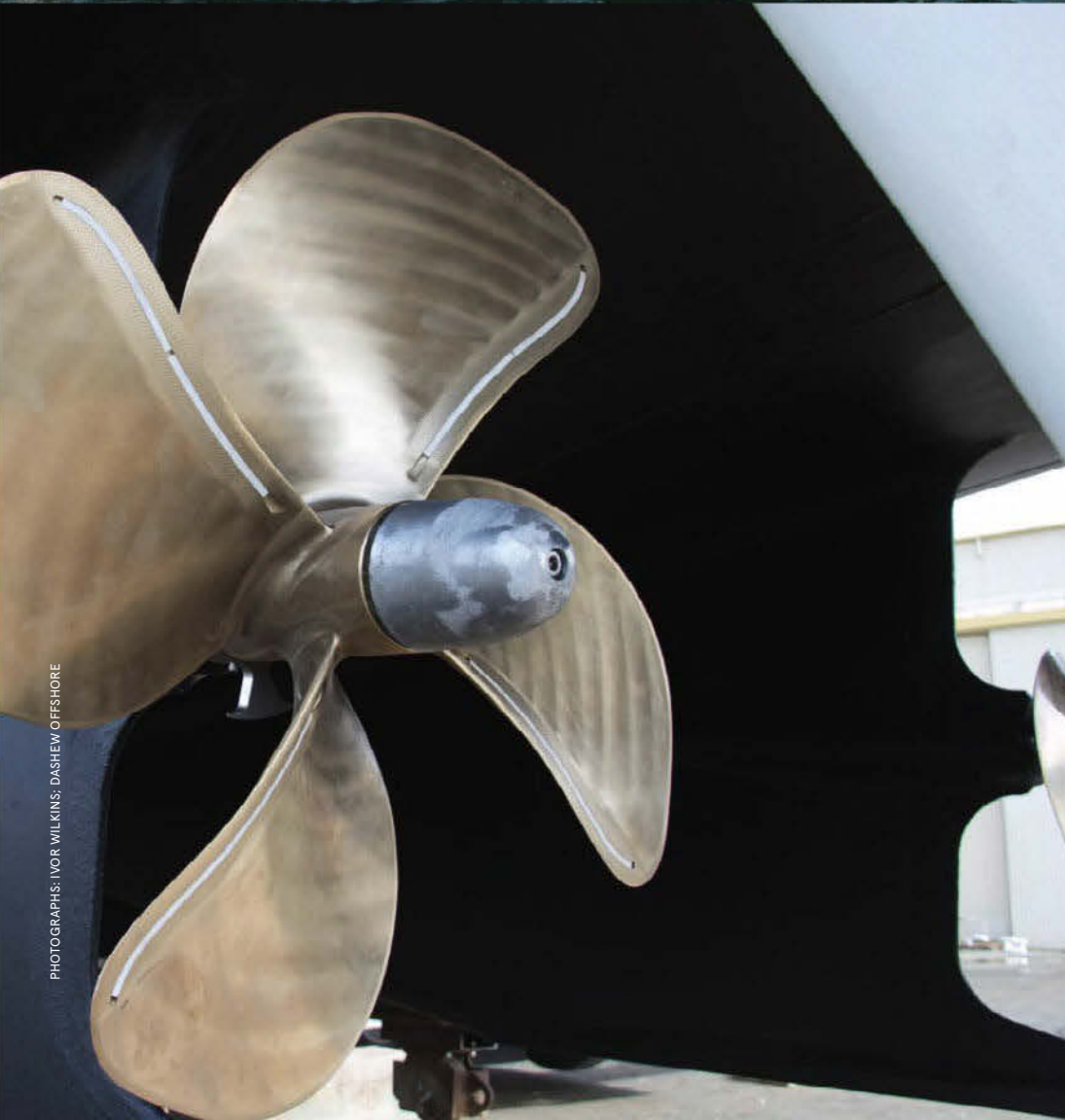
Englishman Peter Watson has the distinction of buying an FPB64 and signing a build order for a 78 on the same day. He recorded 22 knots surfing in big seas during an epic 13,000-mile delivery of his 64, *Grey Wolf*, from New Zealand to Guernsey. He completed the voyage in three months against the trade winds at an average speed of more than nine knots. On the longest (4,000 mile) leg, from French Polynesia to Panama against the wind, *Grey Wolf* arrived with sufficient reserve fuel to go another 1,200 nautical miles.



Left: Linda and Steve Dashew switched from designing sailing yachts to motor yachts with great success. Ten years on, *Iceberg*, a 33.5m, was built at the Circa Marine yard in Whangarei, New Zealand (below)



Iceberg was designed with fuel efficiency and speed in mind. She can achieve a top speed of almost 15 knots, while a cruising speed of 12.5 knots ensures she burns only 55 litres per hour



PHOTOGRAPHS: IVOR WILKINS; DASHEW OFFSHORE

"It has been fantastic. I have been delighted with it," Watson says of the 64, while awaiting completion of the 78, which he intends taking into very high latitudes. "I was looking for a powerboat that provided comfort, safety, reliability and range. You don't find many boats that can do all of that."

All of Dashew's FPBs are built on the basis that they can be handled by experienced owners without crew. The design intent with *Iceberg* is similar, although it is reckoned this will probably apply more in theory than in practice. The likelihood is slim of an owner of a boat such as this having the inclination – not to mention the multi-disciplinary know-how – to immerse themselves in the day-to-day minutiae of its myriad systems without professional help. A two-berth crew cabin is located aft in case the owners choose to continue having a captain/engineer and hostess combination on board.

For the rest, the owners and their family have the boat to themselves. And there is plenty to enjoy. The volume progression up the size range is exponential but, fundamentally, they are all scaled-up or down versions of the original *Wind Horse*.

They all share a similar look – outside and in – with the main deck area comprising what is known as the "great room". This is

central to the concept of having the social and functional areas of the boat integrated on a single level. The galley, dining area, lounge and navigation station all share this space.

The accommodation spaces are split, with the owner's suite forward and down a level from the great room and the guest suites down a level and aft. The engine room is right aft, isolating both noise and vibration from the social spaces.

Above the great room is the flybridge, referred to as the "Matrix deck" in a playful reference to the virtual reality world of the film. On *Iceberg*, this is an expansive area, with full control and monitoring functions, plus plenty of room to lounge and relax forward of the command centre, while the space aft accommodates exercise equipment.

Visibility from the great room and the Matrix deck is outstanding. Operating from the upper level gives the helmsman direct lines of sight for virtually 360 degrees. For docking, small wing decks either side of the helm station allow a full-length view of the side of the boat.

On the accommodation deck, *Iceberg's* owner suite is majestic, occupying 25 per cent of the hull, stretching out to nearly eight metres in length and using the full beam. The two aft cabins are also generously proportioned.

Iceberg was built for an adventurous American couple with a young family. They are extremely private and declined to allow the interior of the boat to be photographed. Suffice to say, however, that the utilitarian exterior of the Dashew boats does not imply privation and sacrifice for the occupants. The cold, hard surfaces of the exterior contrast with the warm invitation of soft fabrics and timber furnishing inside.

The interiors are finished to a high standard, with finely executed joinery and all the home comforts. Because of the glass – comprising tough 18mm laminated panels split by slender mullions – the aesthetic is necessarily minimalist. No space for hanging your favourite Picassos, but who cares when you have million-dollar views on every side?

Dashew's obsession with efficiency has extended to onboard power. *Iceberg* is equipped with a massive solar array: 20 panels ranged across the rooftops of the great room and the Matrix deck deliver up to



Avatar was the first FPB64 built and here ably demonstrates the wave-slicing capabilities of the narrow Dashew hull. The yacht is owned by US couple Mike and Carol Parker, who are neighbours of the Dashews in Arizona. *Avatar* is now in the Caribbean after an epic passage across the Pacific. You can follow the yacht's adventures at avatarlogs.com

“Because of the glass – comprising 18mm laminated panels split by slender mullions – the aesthetic is necessarily minimalist. No space for hanging your favourite Picassos, but who cares when you have million-dollar views on every side?”



240 amps. The idea is to minimise the use of generators and to delay as long as possible the need to use air-conditioning.

For a start, the hull is massively insulated. The glass pavilion enclosing the great room is shaded by overhanging eaves and the glass panels angle in from the roof to minimise solar heating and glare.

An effective natural-air ventilation system also keeps the interior fresh and cool. Vents in the side coamings deliver fresh air, boosted by fans, into the lower deck guest and owner accommodation. There is enough flow to provide six or eight air changes an hour in the bedrooms. Even more effective are vents in the forward coachroof overhang and Matrix deck coaming, which ram natural air into the great room.

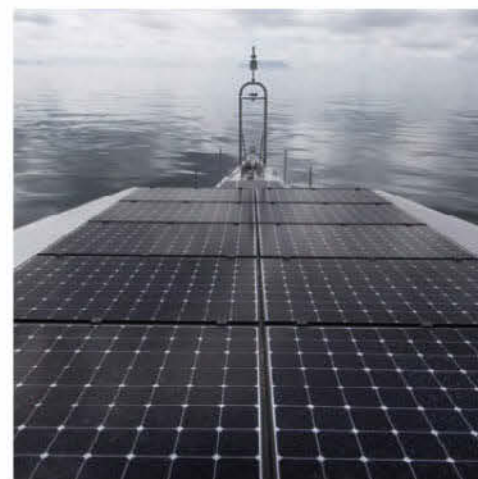
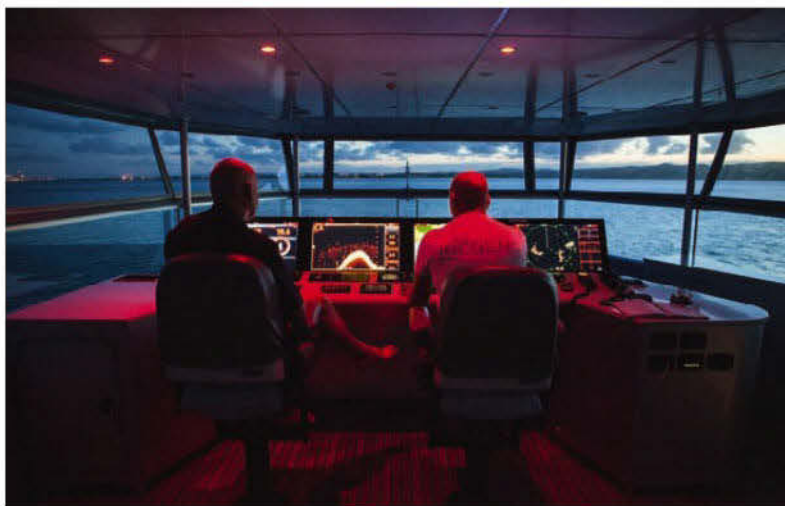
"If you can do without air-conditioning – or at least significantly reduce your usage – you could go for days, perhaps even weeks, without running gensets," says Dashew. "That makes for much more relaxed onboard living, not to mention for good neighbourly relations in busy anchorages."

It is all about a rational approach to high levels of performance both for crossing oceans and for living in without resorting to high horsepower and energy consumption.

It is an approach Dashew has consistently applied throughout his long and productive design career, during which he has attracted a knowledgeable following. His devotees attest to the practicality and excellent seakeeping properties of his boats. They also respect the fact that his ideas are born of first-hand experience as he and his wife have reeled off hundreds of thousands of miles at sea.

But, by his own admission, these boats are not for everyone. Those drawn more to glossy form than to function should maybe look elsewhere. Serious passage-makers, however, seeking tough, go-anywhere vessels that do not require large crew numbers and have been designed with efficiency, comfort and safety as their primary considerations, might consider looking at these Dashew boats.

Strength and purpose are written in every line and angle of their uncompromisingly assertive appearance. They represent function elevated to alpha status – and that has its own powerful appeal. It is, as they say, all in the eye of the beholder. ■



Top: the Matrix deck, which offers near 360-degree lines of sight. Second top: a starboard cutaway highlights the generous room given to the owner's suite on the accommodation deck, with one of the two cabins aft. Above right: Iceberg boasts 20 solar panels on the roofs of the great room and Matrix decks, delivering up to 240 amps. Above and right: Iceberg under construction. She has a rugged, angular design at odds with her luxurious interior

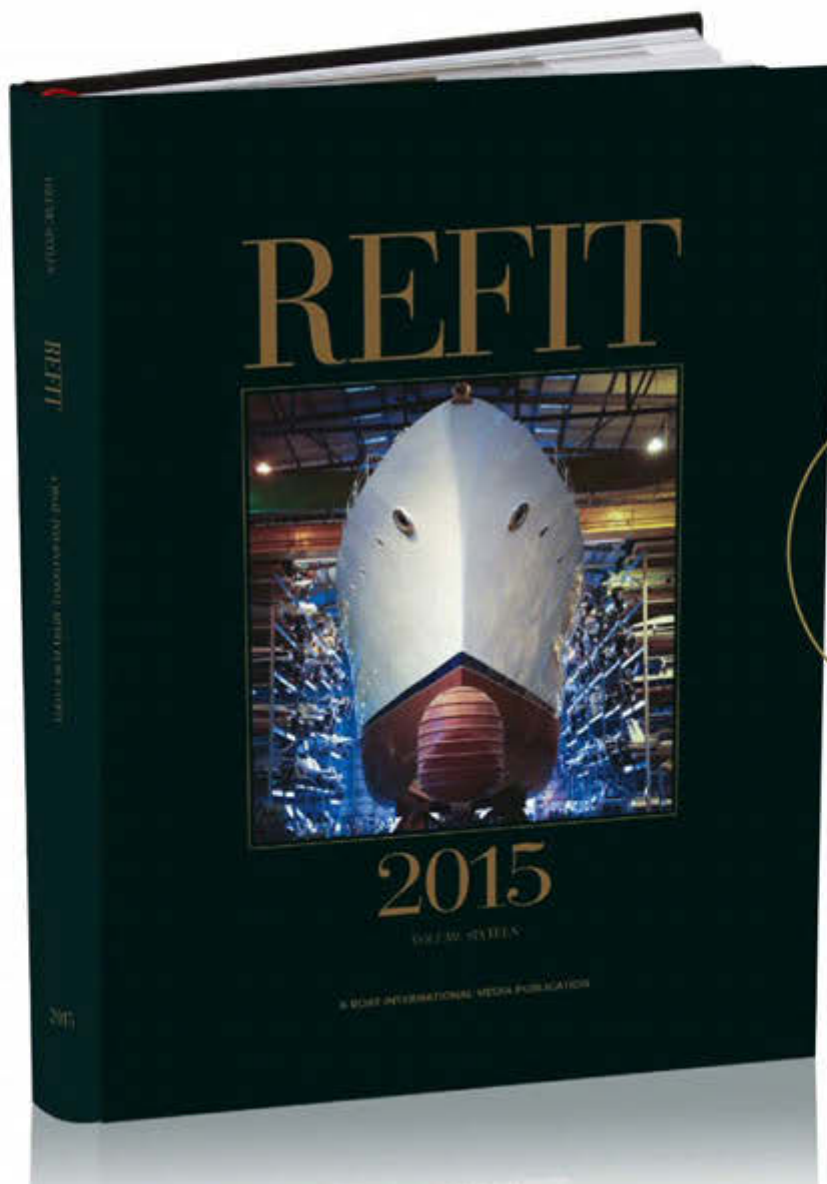


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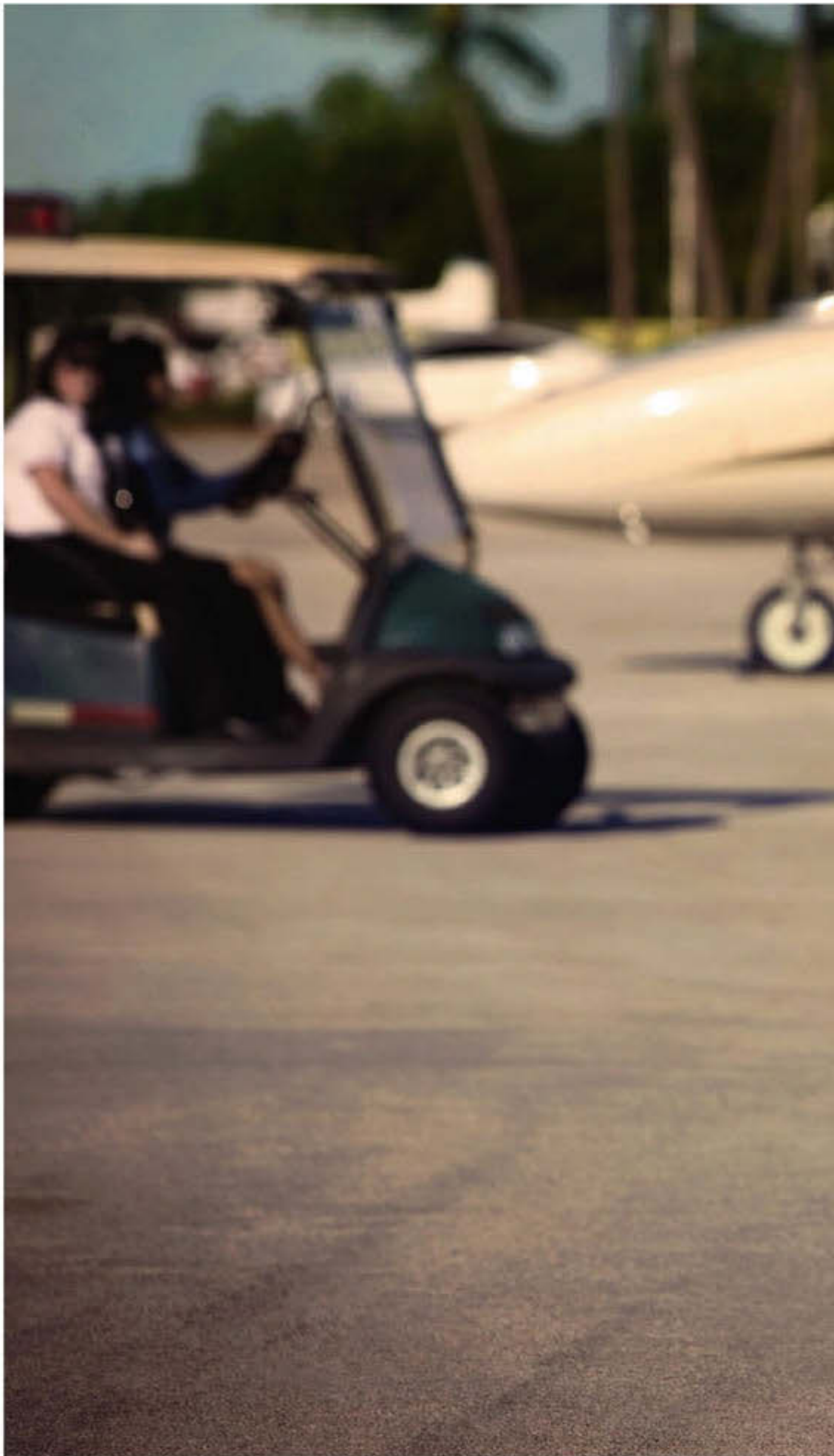


J E T S E T

From tiny totes to oversized sunnies, accessorise your suitcase in style

Photographer – Sean Gleason Stylist – Fiona Rubie

Previous pages: 3.1 Phillip Lim nude cotton dress, £585, 31philliplim.com. Paul Andrew leather sandals, £550, shoecscribe.com. House of Holland sunglasses, £180, houseofholland.com. Rimowa suitcase, £515, rimowa.com. These pages: Bally stripe dress, £795, bally.com. Blackout 2 gold chain belt, £14, blackout2.com. Rupert Sanderson leather and PVC sandals, £595, shoecscribe.com. Sophie Hulme snakeskin cross-body bag, £1,495, sophiehulme.com. House of Holland acetate sunglasses, £150

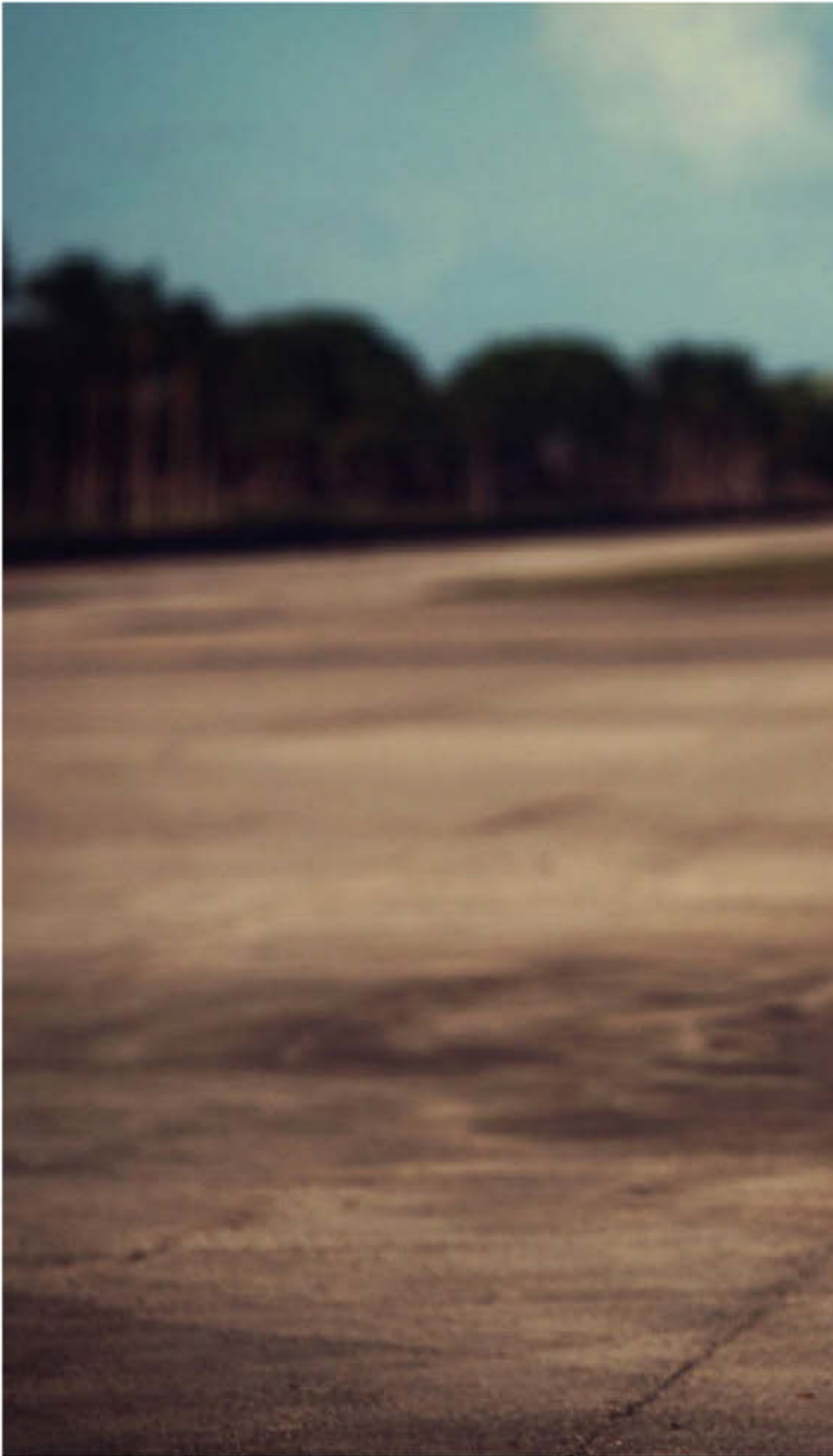








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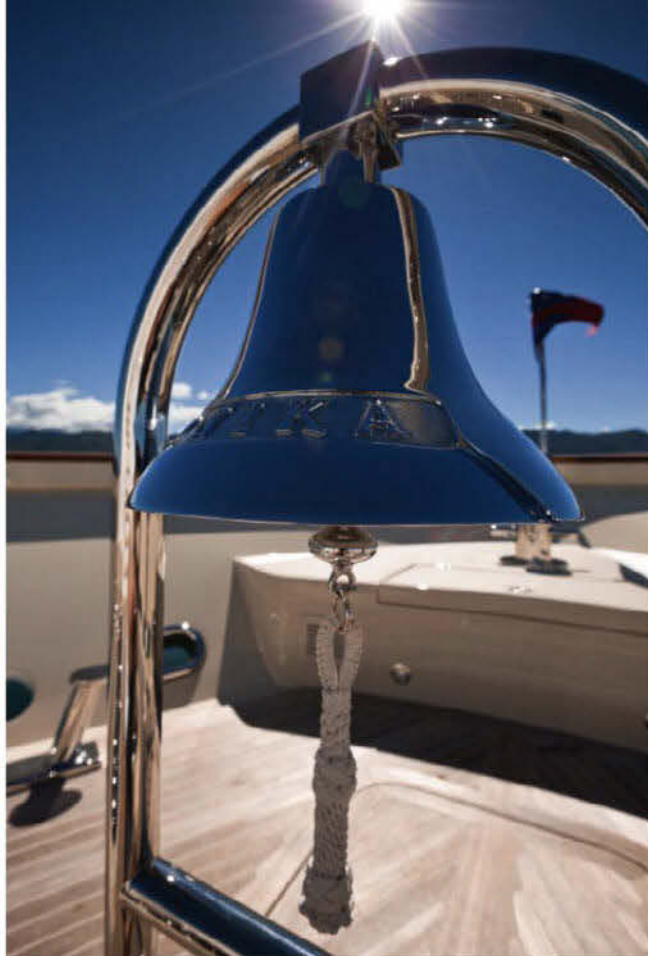


GO ANYWHERE

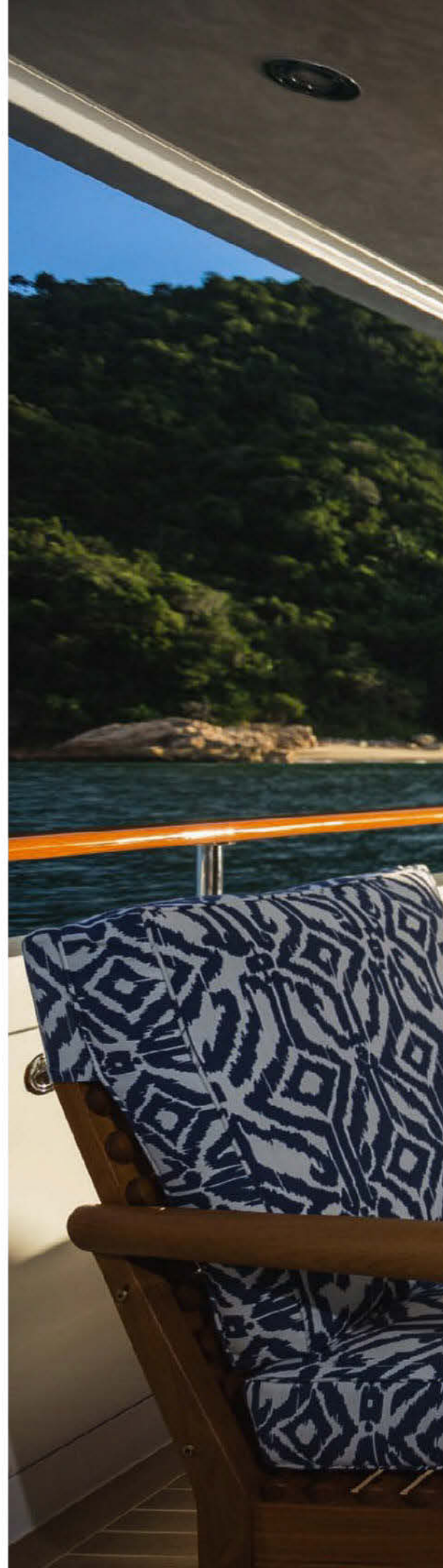
If the dream is to escape for months – in style and comfort and with barely a whiff of maintenance – Delta's latest 40 metre has more than filled the brief

Words – Doug Thompson Photographer – Jeff Brown/Superyacht Media





Opposite: a lounge aft on the main deck offers alfresco relaxation



Given all the sumptuous spaces afforded by a superyacht, it's not often you hear of owners most captivated by what's on its lowest deck. For the owners of the new 40.5 metre Delta Marine *Onika*, the object of their affection is known as the pipe tunnel: a conduit running along the hull's bottom where pipes, cables and wiring extend like arteries and nerves down an arm.

This labyrinth of precisely labelled and organised connections is important in varying degrees: if a CAT5 cable fails you may lose the internet, but a defective fuel line requires immediate attention. Regardless of priority, the tunnel, unusual on a 40 metre yacht, allows for quick inspection and correction and her captain Norm Pigott and engineer John Doty won't be scraping knuckles or bending spines to attend to whatever may go wrong.

Accessed through a floor hatch on the lower deck, the tunnel is cool, clean and spacious. "I've been down there and it's a marvel what Delta has done," the owner says. "I'm proud of that space and I know Delta is, too."

Onika's owners are repeat clients who built their first 33.5 metre Delta in 1993. Returning to Delta was never in question; what mattered was building the next *Onika* in a traditional style akin to the original. The Delta Design Group handled the project inside and out, delivering to her owners in June 2014 a classic beauty, with a long sweeping sheer and graceful bow. The owners loved the previous yacht, so the new *Onika* is not a radical departure and even carries over such items as the ship's bell and the steering wheel.

The cliché holds true: *Onika's* beauty is more than just skin deep, as demonstrated by the pipe tunnel. Delta treats the places that don't show with the same attention and care as those that do. "That's always been a rule around here," confirms Jay Miner, Delta's chief naval architect. However, what you do see is consistently spectacular.

Entering *Onika* from the main starboard entrance, guests encounter a curving staircase with intricately carved wood handrails connecting the decks. Botticino marble floors pleasantly complement the main deck's Khaya mahogany panelling. Antique pieces from the owners' personal collection create an Edwardian-period setting in the saloon and dining area, where the owners have also displayed a significant assemblage of Impressionist art.

Onika's beauty is more than just skin deep. However, what you do see is consistently spectacular





Onika sleeps the owners plus four guests in three very spacious cabins on the lower deck, which can be accessed by a lift. The lower deck features panelled walls of clear, straight-grained German Spessart oak, finished naturally to a light honey colour. All the en suites have heated marble floors, with the stone extending up to a wainscot where it meets with classic beach house-inspired wall decorations. Fabrics offer a dramatic colour palette of rich blue, red and green jewel tones with varying textures.

The suites' dressers and select furniture pieces are uniquely shaped in bow and serpentine configurations. Mahogany and chestnut burl with anigre inlays are among the meticulous details within each piece of furniture. All cabins have iPads that can operate the entertainment, climate control and lighting systems.

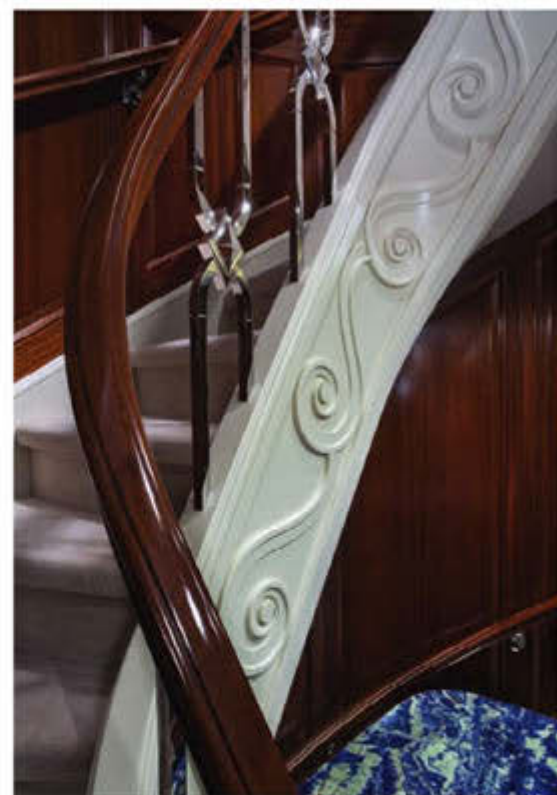
In their full-beam amidships suite, the owners particularly enjoy the study, an addition that just made sense when they decided to upgrade after 20 years. Another favourite spot for the owners is the upper saloon. Here, expansive windows and a painted, antique, white wood bookcase brighten the German oak panelling and teak-planked floors. Among the carefully detailed custom furniture pieces is a gleaming teak-planked coffee table with nickel sea-rails and a bow-shaped sapele and anigre-striped console. Tucked in the corner is a cocktail cabinet in crotch mahogany with dentil moulding and fluted sides, and neatly fitted in a cove near the entry is a 19th century mercury barometer. The cumulative effect is a room perfect for reading, conversation and card games.

This is where the owners spent a good amount of time during *Onika's* maiden voyage to Alaska, according to Pigott. "The atmosphere in the upper saloon is soft and casual," he says. "It's a different feel than other areas of the yacht like the saloon or dining room. It has a more British West Indies air of relaxation and elegance."

Onika is hardly a floating apartment exempt from the sights, sounds and smells of the sea. She was built for sailing worldwide and, while relatively petite, she has all the best features Delta offers. Her traditional tri-deck profile features walkaround, sheltered decks and the uppermost deck has a hardtop for sun protection and for the electronics mast. The carbon fibre mast can be folded over on a hinge, allowing the yacht to fit inside her home boathouse with plenty of room to spare.

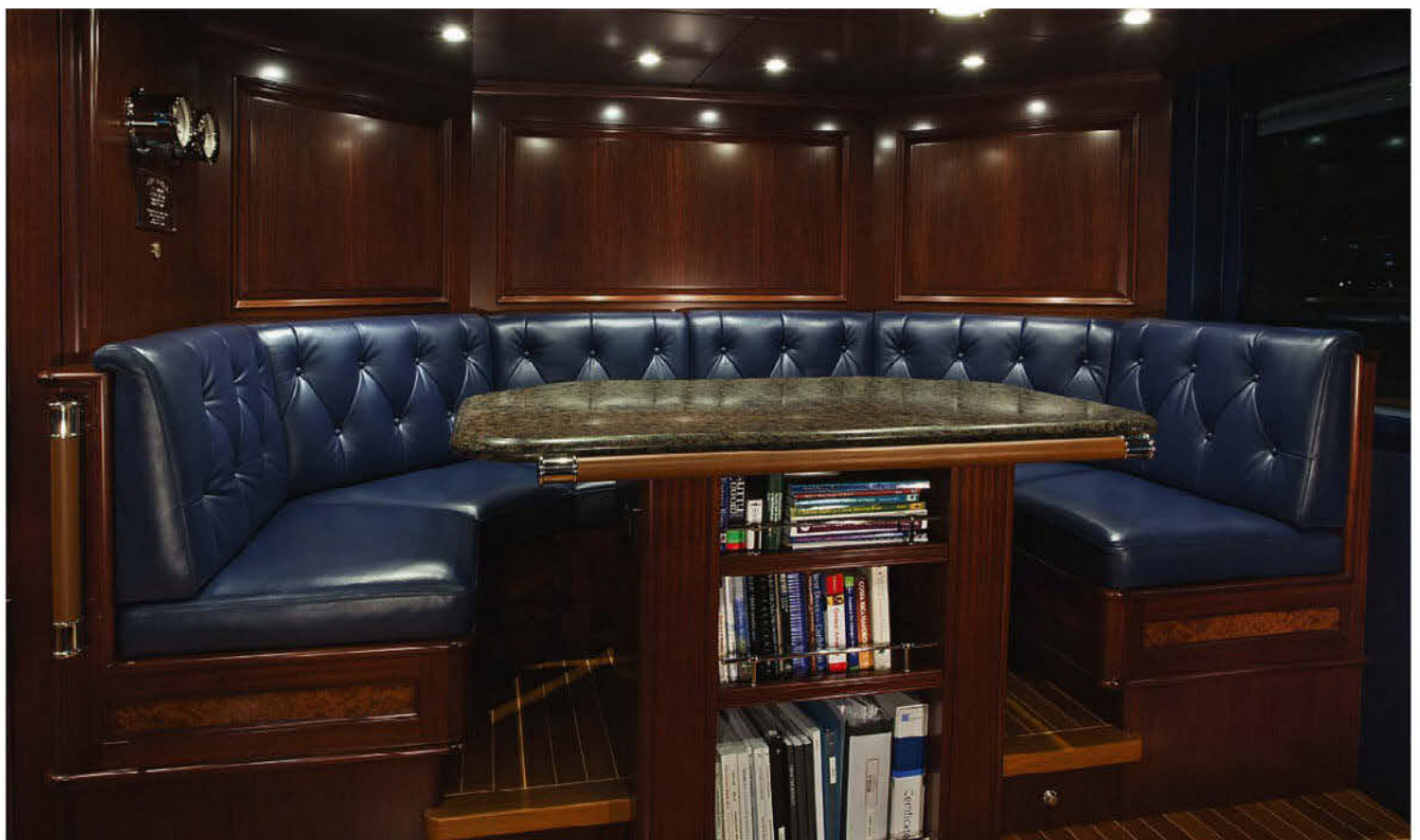
From the project's beginning in the spring of 2012, engineers targeted the twin annoyances of noise and vibration with the goal of total elimination or great reduction. Delta uses bushings, rubber mounts and other such spacers throughout the decks, allowing them to essentially float.

Opposite top: a favourite spot of the owners, the upper saloon has a different feel than the more formal spaces, combining custom furniture with German oak joinery, a painted white wood bookcase and teak-planked floors. Opposite below: comfortable seating at the chart table in the pilot house





"It has a British West Indies air of relaxation and elegance"





Above: the master suite sprawls the full width of the lower deck amidships. Right: ageless casual elegance is carried throughout the main saloon. Rich fabrics stand out against the mahogany wood and coffered overhead, all highlighted with paintings from the owners' collection

Vibration has nowhere to travel and machinery noise is kept at bay. The result is any ambient noise aboard *Onika* is at a very acceptable threshold. "You still want to know you're on a boat," Miner notes. "It's the same with the Quantum QC-1200 stabilisers: they take out the most troublesome motion, but not all the motion."

She is hardly a featherweight at 350 tonnes, but her composite construction made it easier for the Delta team to meet the sought-after draught target of 2.1 metres. In addition, the composite hull delivers the required strength for a go-anywhere yacht with less maintenance than a metal hull. When ultraviolet rays eventually make it necessary to take on new paint, it will adhere better to a composite surface than a steel surface. "Unless you want an Ice Class rating, there's no necessity for a yacht of this size to be made out of steel," Miner says. "Here at Delta we also build yachts with steel hulls, [but] in this case, the composite hull met [the owners'] design requirements to a T."

Onika utilises a high-efficiency displacement hull, which offers improved long-range capabilities and lower fuel consumption. Computational fluid dynamics (CFD) studies, as well as a battery of physical model tests in a tow-tank facility, helped the team position the appendages and propeller tunnels optimally. Round bilges, a bulbous bow and a long easy run enhance comfort and reduce fuel consumption.

"The new Delta hull design combines the best in long-range passage-making capability and fuel efficiency along with moderate draught," Miner says. "Shallow-water destinations such as the Bahamas are accessible. In profile, the bow has a long overhang, with enough flare to keep the decks dry and present an overall classic look."

Powered by twin Caterpillar C32 ACERT diesel engines at 1,600 horsepower each, she can top out at 16 knots but will cruise at 13.5 knots or less. With her 55,720-litre fuel tank she has a transatlantic range of more than 4,000 miles and in recognition of the project's high standards, the owners elected to build *Onika* to Lloyd's Maltese Cross 100A1 SSC Yacht G6 MCH classification. Cruising plans for *Onika* call for the Galapagos and Caribbean – and after that, who knows?

"We wanted to be ready for travels anywhere in the world," the husband says, "and with another Delta yacht, we knew we could. It was as simple as that for us." ■





Onika – Delta Marine

Sundeck

Upper deck

Main deck

Lower deck

Big space:
full-beam
bridge deck
designed to fit
in the captain's
cabin and
upper saloon

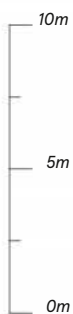
Social:
saloon and
dining room are
partitioned,
allowing guests
to chat while
dinner is staged

Lift: makes
travel through
decks much
easier

Getting by:
hinged mast
hydraulically
lowers to
accommodate
height of owners'
boathouse

Taking off:
a pair of
tenders
stowed aft can
be launched
from either
side

In shape:
watch TV
or gaze at
the ocean
while working
out in the
forward gym



LOA 40.5m
Beam 8.8m
Draught 2.1m
Gross tonnage
500GT

Engines
2 x 1,600hp Caterpillar
C32 ACERT
Speed (max/cruise)
16/13.5 knots
Range at 12 knots
4,000nm

Generators
2 x 99kW Northern
Lights M1064H
Stabilisers
Quantum QC-1200
Fuel capacity
55,720 litres

Freshwater capacity
9,274 litres
Owner and guests 6
Crew 8
Construction
Composite

Classification
Lloyd's 100 A1 SSC
yacht G6 MCH
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Delta Design Group
Exterior design
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This version was designed in cooperation with Omega Architects

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ADVENTURE CRUISING: VOYAGE TO DEEPEST ANTARCTICA,
DETOUR TO NEW CALEDONIA, REDISCOVER THE SOUTH PACIFIC

Edited by – Caroline White

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CRACKING THE ICE

*A daring family, their tough boat and rugged crew knew how to do
an Antarctic adventure – but not how far this one would go.*

*Caroline White describes how Arctic P ventured further
south than any vessel in history*



T

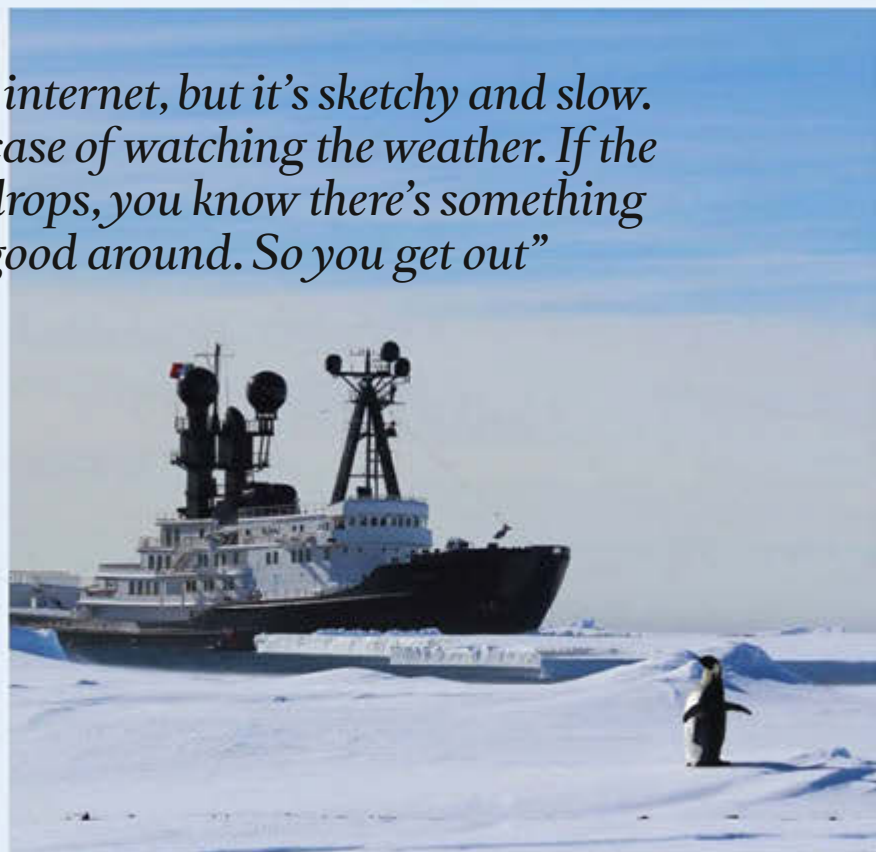
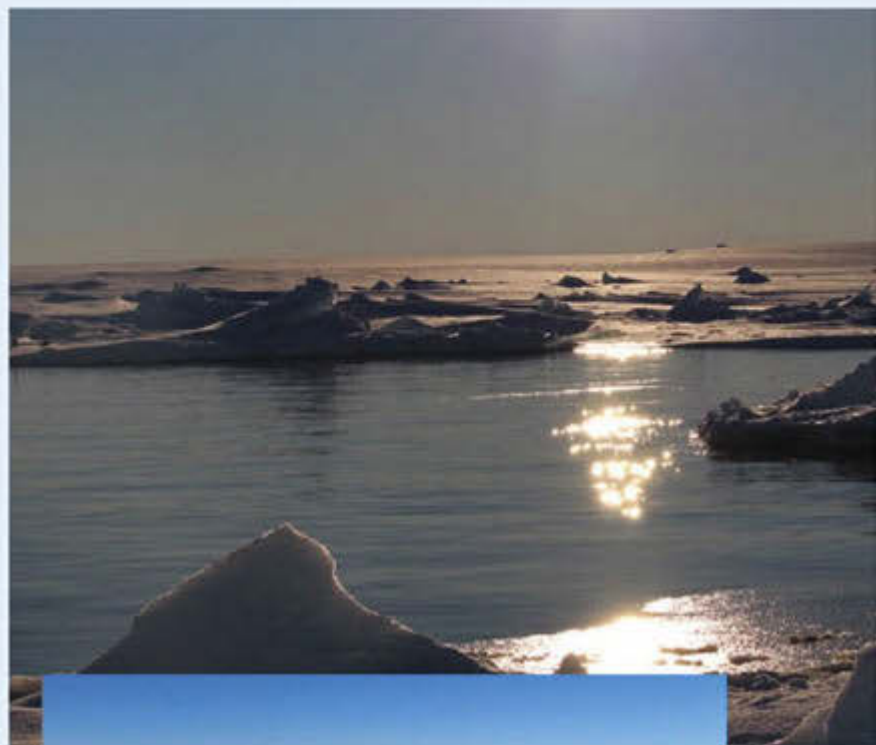
o the uninitiated, an Antarctic voyage sounds like a pilgrimage that a person makes once, a life-changing but one-time isolation emersion. But those who have visited the bottom of the world often return home infected with a passion for this seemingly alien region. Water moves differently there; ice does weird things; you can see unnaturally far into the distance; even light and sound are altered. Its strange glamour pulls adventurers back, as Sir Ernest Shackleton described in the poem that he scrawled in a visitor's book in Chile, in 1916: "We were the fools who could not rest/In the dull earth we left behind/But burned with passion for the South/And drank strange frenzy from its wind."

A century later, the appeal of the south seems just as potent. "It is like nowhere else I have ever seen. It is so vast and humanity has had so little impact there – it is somehow mesmeric." This repeat visitor is a member of the family that owns the 88 metre explorer vessel *Arctic P*. On their first visit in 2013, the boat journeyed from the Falkland Islands to the Antarctic Peninsula. Humpback whales nosed around the hull, the boat skirted monolithic tabular icebergs and guests wandered among vast penguin colonies, before flying out from King George Island. It was the furthest south a private vessel had gone for years. But it wasn't far enough. "They said, let's do a real expedition this time, go where no one else has been," says captain Russell Pugh, recalling his subsequent conversation with the owner's family. "Let's do the Ross Sea."

On the opposite side of the Antarctic continent to the first, this expedition would run south from Tasmania to McMurdo Sound, then veer off east to skirt the Ross Ice Shelf, into profound isolation. This voyage of more than 5,000 nautical miles would take them to a significantly wilder part of the Antarctic. It was a serious proposition.

"Nobody would have got to us [if we'd got into trouble far east on the Ross Ice Shelf]," says co-captain Ronnie Maclean. "McMurdo is the nearest base, nearly 400 nautical miles away, and I don't think a helicopter's got that range. If they got to us they wouldn't be able to fly back without refuelling. It would have to be a land-based trip to get

"You have internet, but it's sketchy and slow. It's just a case of watching the weather. If the pressure drops, you know there's something not good around. So you get out"





Bottom left: *Arctic P* was built to withstand the rigours of such a voyage and didn't disappoint. Among her attributes is a 1.4 million-litre fuel capacity, which allowed the engines to run constantly should a quick getaway be needed



us and at that distance. How long would it take, how long would you survive the conditions? That's why not many people go out there."

As Pugh notes, the prospects of rescue by sea were no more promising. "*Arctic P* was built as a salvage tug – that's what she was designed to do, so if we can't get out, no one can get in to get us."

Arctic P's qualifications are the main reason that this expedition was even conceivable. Built in 1969 by Schichau Unterweser in Bremerhaven, her pre-conversion career included the rescue of commercial expedition vessel *Lindblad Explorer*, which ran aground at Plaza Point in the Antarctic in 1972. The current owner's family bought her in 1993 and undertook a rebuild in Malta, overseen by Klaus Kusch, and a number of upgrades since. Despite her now superyacht-standard interiors, *Arctic P* is still a serious explorer vessel. "We have 50mm steel plating on the bow and 30mm on the ice line. It's ridiculously thick and ridiculously heavy," says Pugh. Fitting stabilisers voided her Ice Class, but as Pugh notes, "She was built to be the strongest, toughest salvage rescue vessel in the world," and she lives up to her promise.

Equally important to the trip were those on board. As well as a permanent crew used to far-flung cruises there were two captains: Maclean, who normally works on rotation with Pugh, came along to share shifts and to take care of the tenders (there are five). *Arctic P* also took on an ice pilot, captain Uli Demel, a master mariner with extensive experience of ice: what it is doing and why, which ice is safe to break through and which to avoid. There was an expedition guide who gave talks on the history and biology, a historian and biologist to give lectures and even a wilderness-trained doctor in case of a medical crisis far from help.

Another important outsider was Tim Soper, founder of adventure specialist EYOS Expeditions, who helped plan the voyage and get the special permits required to visit the region. He would be expedition leader, in charge of off-ship activities and safety ashore. The team was uniformly rugged and well-prepared – even the doctor had climbed one of the highest mountains in Antarctica in his early 20s and holds the world record for the highest base jump.

"We were always in a state of readiness," says Pugh. "Once you're down in this region you still have internet by a pilot system, but it's pretty sketchy and very slow. You can get ice charts to see if the ice is



KNOW YOUR ICE

Arctic P's ice experts offer a beginner's guide to the hard stuff

A veteran of 135 voyages to the Antarctic and 25 to the Arctic, master mariner Uli Demel is well qualified on the subject of ice. The first decision for an Antarctic adventurer, he says, is when to tackle it: "From mid-October until mid-March visibility is good and some ice is likely to have retreated or broken up."

Surveys – read by an expert pair of eyes – report both the coverage and type of ice. In the case of *Arctic P*'s journey to the Ross Sea, EYOS Expeditions looked into records for years and decades before, then closer to the time made sure it got daily updates. They waited until mid-January to set off.

But before you do, make a serious assessment of your boat. Of course, it should be Ice Class – but there's more. The propellers and rudder are important: what are they made of? Are they protected? Are seawater intakes low enough not to get clogged with ice?

But no matter the prep, you have to know, in the moment, what kind of ice your hull is ploughing towards. According to Tim Soper, founder of EYOS Expeditions, there are two types that your ice pilot will be particularly wary of. "Glacial ice comes from snowfall on the land, which turns into a glacier, breaks off and forms an iceberg. This freshwater ice is very hard and compressed, like rock," he says. "Multi-year ice is frozen seawater that survives the summer and then re-freezes, becoming harder and thicker."

And as the sea around you starts to thicken, when exactly should you start to worry? "What you see first is a thin veil that's maybe one or two centimetres – that can come fast," says Demel. "This then forms into a pancake form of ice. If it's only sea ice it will take days to freeze around you. But it may be that ice from a bigger belt comes adrift and closes you in. It's nothing that you can reliably predict. You always have to think about a back-out plan."



ANTARCTIC CHARTERS



HANSE EXPLORER

Cost: from €125,000 per week
eyos-expeditions.com

► This 47.76m expedition yacht sleeps 12 guests in seven cabins, with a huge master. She usually spends May to September in the Arctic and December to early March in the Antarctic.



LEGEND

Cost: from €455,000 per week
camperandnicholsons.com

► This newly converted 77.4m explorer will debut at the 2015 Monaco Yacht Show, then visit the Antarctic from December to February. The 26-guest yacht will also cruise Greenland in May.



Visits to Scott's hut (above) and Shackleton's hut (below) were described by a family member as "extraordinary". Arctic P's log notes Scott's hut had "beds still ready to be slept in and provisions ready to be cooked; pictures of dogs and cartoons of the time on the wall". Below left and bottom right: the interior and provisions of Shackleton's hut. Bottom left and bottom centre: provisions found in Scott's hut



changing, but it's just a case of watching the weather. If the pressure drops you know there's something not good around. So, you get out."

Thanks to *Arctic P*'s 1.4 million-litre fuel capacity, they were able to keep the engines running constantly, for the entire journey – more than 5,000 nautical miles – because as Pugh says, "The chief engineer was worried that if we stopped them, they'd cool down too much and take too long to heat up to get away in an emergency."

After a stop at Macquarie Island to see king and royal penguins, *Arctic P* headed for the pack ice, guided by satellite imagery and altering course to avoid southern ocean storms. Whenever the party went ashore the crew took survival gear – tents, rations – on the off chance the weather closed in and they were unable to return to the vessel. That same night they saw their first iceberg – 25 metres high and 80 metres wide. In the morning, the sea was full of them. On day 13, after waiting out strong winds off the Balleny Islands, they started south again and made a Champagne toast as they crossed the Antarctic Circle and passed through the pack ice. Much of the journey covered the open ocean, and for one young member of the family, these parts were a highlight. "The most memorable moments were possibly the sea crossings – there were enormous waves crashing onto the ship and even reaching the bridge," he says.

The boat hugged the Antarctic coast as she journeyed south, stopping, most notably, at Shackleton's and Scott's huts, which another family member describes as "extraordinary. There was something indescribable about them. The silence, the layout, the mementos from home – the silence was profound".

Scott's hut, at the foot of Mount Erebus, was particularly charged with pathos because of its role in his fatal attempt to reach the South Pole: it is the base they never returned to. *Arctic P*'s log describes the "beds still ready to be slept in and provisions ready to be cooked; pictures of dogs and cartoons of the time on the walls". As captain Pugh puts it, "When you walk in you feel like they just walked out of the door, moments before you." They traced the overpowering smell of the place to a stack of 100-year-old seal blubber in the stables, and outside found the skeleton of a dog, still at leash.

The next stop – the US McMurdo Station, a research facility housing 1,200 people – was an incongruous patch of civilisation before the guests and crew plunged into true isolation, west along the Ross Ice Shelf. "The Ross Ice Shelf is an area of floating ice about the size of France," says Soper. "What we see of it is a 50 metre-high ice cliff that runs for 400 nautical miles. It takes over 24 hours to sail the length of it. You just look in awe out the window as this thing goes on and on."

But there was a definite purpose to this particular leg of the journey. It had been a warm summer and it was likely that the ice shelf – once known as the Great Ice Barrier because ships could not get south of it – may have melted back at its eastern end, allowing them to travel further south than any other vessel in history. "We didn't know if we could do it or were going to waste two days going there and back," says Pugh. "We made a decision at Scott's base."

The signs weren't good: contrary to their charts, the shelf had grown north, rather than receding south. But just before they reached the Bay of Whales the ice line dropped away and the bay itself scooped far into the shelf. "The whole time, we were thinking we were not going to make it, because the ice line was many miles further north than we had hoped, but then the lines crossed and we suddenly



Clockwise from above:
penguins at Macquarie Island;
the sign at Scott's hut
commemorating his expedition
of 1910-1913; McMurdo Station;
the Guinness World Records
certificate acknowledging
Arctic P's achievement



*"You just look in awe out of the window
as this ice cliff goes on and on"*





The voyage of over 5,000nm began in Tasmania, heading south to McMurdo Sound, before skirting the Ross Ice Shelf and entering the Bay of Whales, giving the guests and crew the honour of reaching the furthest south any ship has ever been



"You're at a place where perhaps nobody has ever walked. I can't describe the sensation"

realised, 'Oh, we can do this, we can really do this.'" They set the new world record at 78° 43.0336' S 163° 42.1317' W – just 677 nautical miles from the South Pole.

Guests and crew celebrated by decking the yacht in the flags of every nation represented on board and drinking a toast on the foredeck. But it wasn't just the record that captured their imaginations. "It felt significantly different," says Pugh. "You think: 'This is the Antarctica that we read about. High ice-cliffs, seals, emperor penguins.' We had a pod of porpoises swimming around, killer whales and then a few minke whales came in. It was bright sunshine, really one of the most glorious days of the whole trip."

There was nowhere to anchor so Pugh ran the boat gently against the ice, engines running, and got the guests and crew ashore via Zodiac. "There was a light swell and the ice was moving up and down really gently," recalls Soper. "We hiked over to a viewpoint on top of an iceberg that was frozen fast into the ice. It was just spectacular."

At minus 19 degrees Celsius, the temperature was equally remarkable. Freezing spray hit Maclean over and over as he bumped

along in the tender, encasing him in ice – to the amusement of the crew – while snow dust blowing hard off the shelf while he was clutching a camera left his fingers "frost nipped" and tingling for two days – even through thick gloves. Indeed, when the sea formed into pancakes of ice around the boat, and when those pancakes started to join up, Pugh said: "I think we better get out of here before we're frozen in."

The journey back ended in Dunedin, new Zealand, via the Italian research base Terra Nova (where they were served coffee and *biscotti*) and Cape Adare to see the largest Adélie penguin rookery in the world. They also visited the huts where, just over 100 years ago, the first explorers spent winter in Antarctica.

There can be few places in the world where a century later, visitors are still as utterly unreachable, so profoundly alone as the far reaches of coastal Antarctica. And that is undoubtedly part of its appeal: "It was like being on the moon," Maclean recalls of the Bay of Whales. "The sun was shining – not a cloud in the sky. You're at a place where perhaps nobody's ever walked. I can't describe the sensation. It was just – a lonely planet, you know?"



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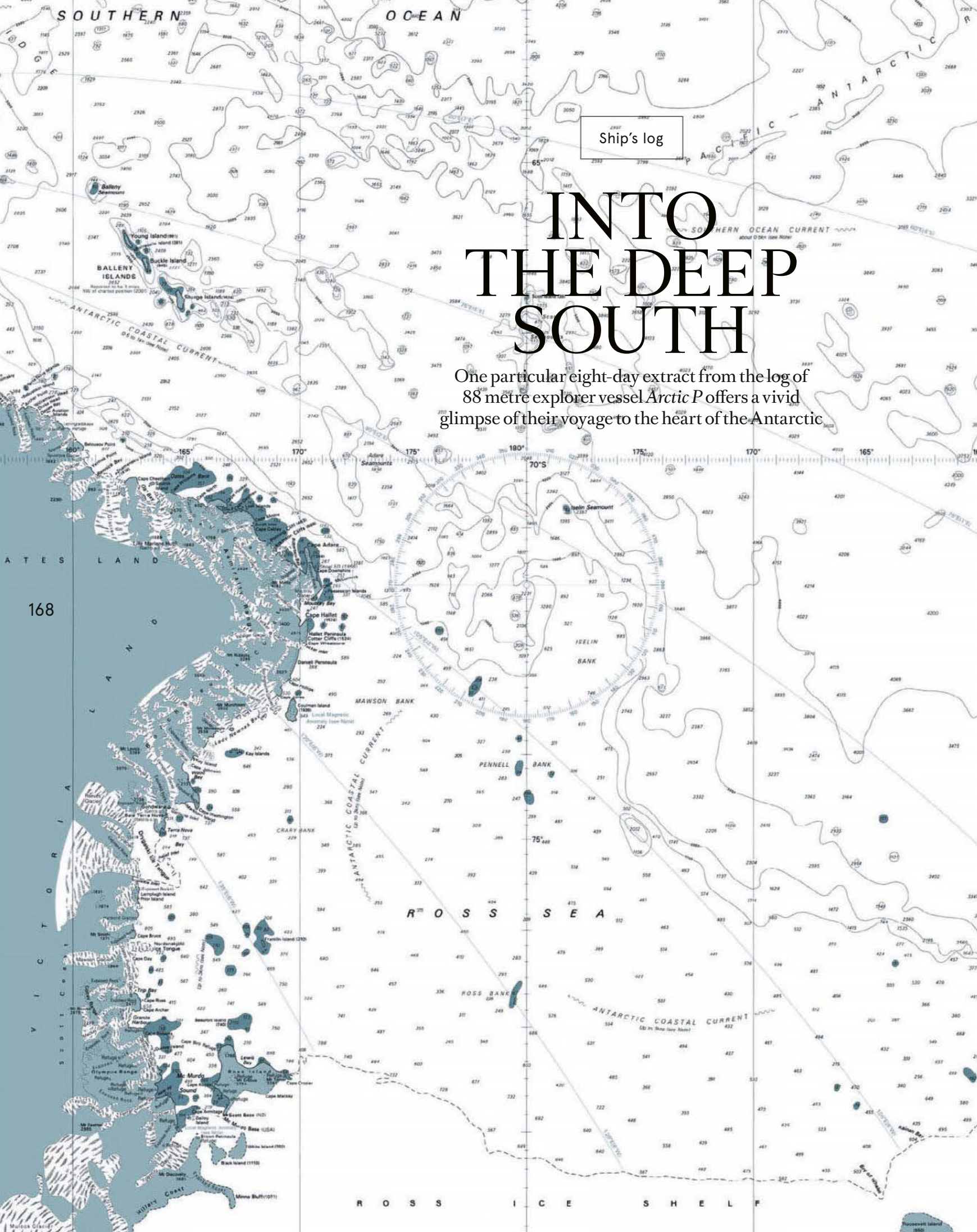
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Ship's log

INTO THE DEEP SOUTH

One particular eight-day extract from the log of 88 metre explorer vessel *Arctic P* offers a vivid glimpse of their voyage to the heart of the Antarctic

Exploring Mt
Herschel.
Left: Terra
Nova Bay



DAY 23

► This morning we anchored off Inexpressible Island and launched the Zodiacs, but the scout party were drenched with freezing spray in strong winds. Russell cancelled the call, lifted anchor and sailed to the Italian research station Mario Zucchelli, in Terra Nova Bay. Our hosts gave us sweets and espresso and took us up the hill behind the station for breathtaking views of the icebergs adrift in the bay. We sailed overnight to Cape Hallett in rough seas.



Sea ice
breaking
up at Terra
Nova Bay

DAY 24

► We got into the shelter of Edisto Inlet in the fjord formed by Cape Hallett on the east and Victoria Land on the west. The fast ice looked attractive for an afternoon stroll, but a powerful and relentless wind screamed down the mountains. As the scout party checked the ice, enormous pieces started breaking free and drifting away. What remained was riddled with cracks, and it was easy to imagine the whole of it drifting away very soon. We anchored for the evening, to go ashore the following morning.



DAY 26

► We spent all day cruising at four knots as we manoeuvred through a minefield of growlers and small bergy bits. It didn't matter which direction we took – we were surrounded. We had to be patient and work our way through slowly. Around 6pm it let up and we were able to get back to a good speed.



Mt Herschel

DAY 25

► The seas and winds were calmer today and we were able to get ashore at Hallett to see one of the largest Adelie penguin colonies in Antarctica. Back on board, we prepared for the polar swim. Due to the current, we put a safety belt tied to a rope on anyone that jumped in. The water was around -1°C but one young family member jumped in five times. We had calm seas sailing north to Auckland Island, but came into ice later in the evening.



DAYS 27-29

► Seas were rough and guests spent the day relaxing, surfacing later in the morning; very rough seas and large waves coming through the stern, which destroyed the counter in the beach house; the sea calmed today – a lot more pleasant.



Arctic P



Tunnel Beach,
Dunedin

DAY 30

► We arrived into the Auckland Islands and anchored at Sandy Bay, Enderby Island. Researchers took us across a grassy saddle to the colony of New Zealand sea lions that breed here – among the rarest pinnipeds in the world. Guests saw a few yellow-eyed penguins in the grass, a gnarled forest of southern rata trees, an immense Royal albatross nesting right next to the path and the impressive cliffs of the northern shore. Guests returned to the ship at 13:25 and we heaved anchor and started making our way to Dunedin at 14:15.



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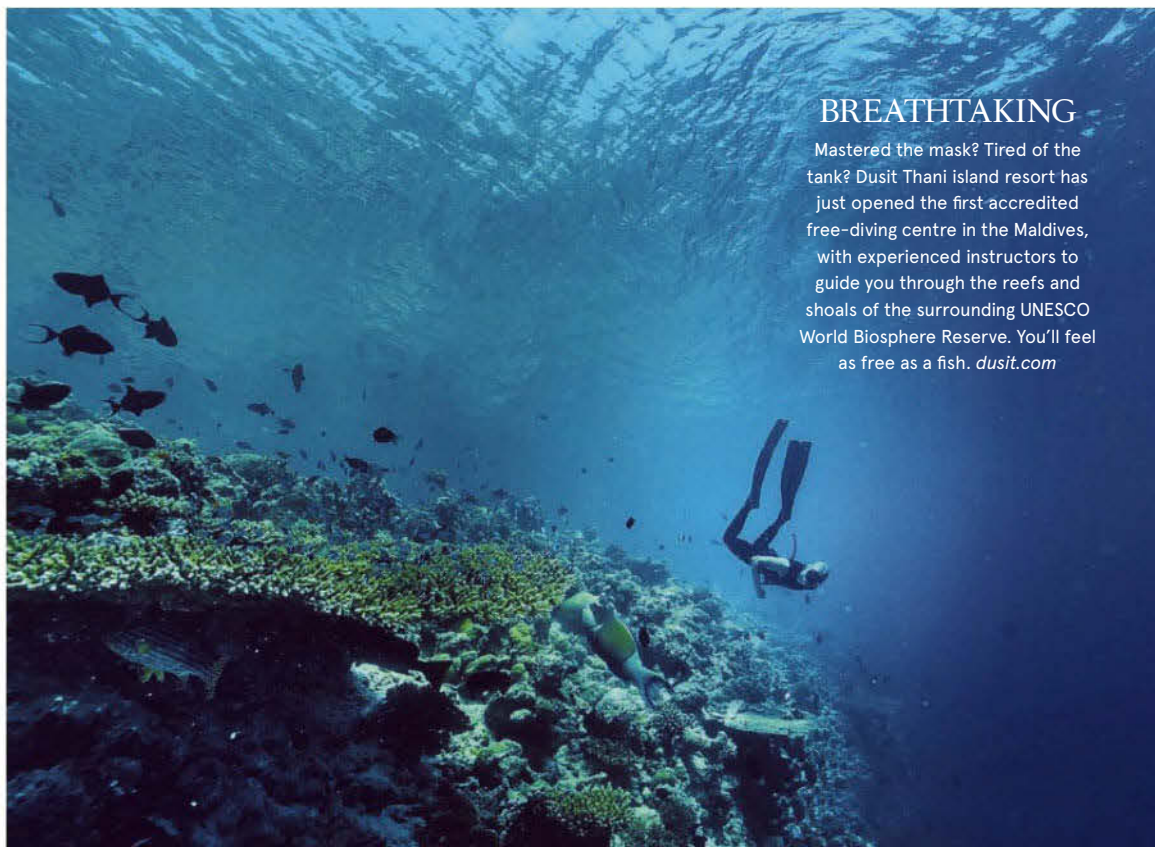
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CLUB TROPICANA

Purple palm trees, silver sequins – what more could you want from a kaftan? Juliet Dunn's deep-V dress is fun in a frock and its light cotton fabric will keep you cool on the sundeck. Don't even think about adding jewellery – accessorise with retro shades and a sense of humour only. £182, saltresortwear.com



BREATHTAKING

Mastered the mask? Tired of the tank? Dusit Thani island resort has just opened the first accredited free-diving centre in the Maldives, with experienced instructors to guide you through the reefs and shoals of the surrounding UNESCO World Biosphere Reserve. You'll feel as free as a fish. dusit.com

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REGATTA READY

Swish BVI resort Peter Island already has top-notch berthing facilities (up to 51m) in a protected lagoon, but it is beefing them up in time for the Caribbean regatta season. A captain's lounge, expanded dive shop and commissary give even more reason to pop by for a night or two. peterisland.com

WATER BABY

The perfect end to an early swim, One Morning Body Splash by Bamford is delicately scented with violet leaf, iris and a touch of vanilla. Slosh it on all over and waft it off with your post-exercise glow. They'll think you just smell like that all the time. £75 for 245ml, bamford.co.uk



TRAVEL NEWS

The latest must-have accessories, remote getaways and top travel tips

AUSSIE BATTLER

Cyclone Ita battered Lizard Island last April, but the restored resort has reopened – with a new 95m², two-bed villa that has stunning views across Sunset Beach and the Coral Sea. Oh, and each guest at the resort gets a private beach just off the Great Barrier Reef. lizardisland.com.au

VENICE VIEWS

Set apart from Venice's hustle and bustle on the private Isola delle Rose, the new JW Marriott Resort & Spa ramps up the chill-out vibe with the largest spa in town. The chic rooftop bar, with spectacular city views, also looks set to become a favourite with in-the-know locals wanting to escape the crowds. marriott.com



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GET LOST

New Caledonia is close to the well-worn Great Southern Pacific
cruising route, but superyacht owners tend to zip past it.
Roger Lean-Vercoe explains why those who venture off
the beaten track will be richly rewarded



Here's a challenge. With a world map by your side, ask any of your friends to put their finger on New Caledonia. For most it will be a struggle and they will probably hover around Scotland or Canada. Some clues: it's a French dependency, the main island is 250 miles long and 30 miles wide, with mountainous terrain and red soil rich with nickel ore, the source of its wealth. Give up? It is in the Coral Sea about 750 miles off the coast of Queensland, Australia, half way to Fiji and close enough to the trans-Pacific cruising route to be of interest to yachtsmen, especially those heading for Australia. And it has plenty to tempt an owner off course.

Inland, the mountainous, forested terrain offers jaw-dropping walks, but it is the coast that we explore as guests of Lord Irvine Laidlaw aboard his 68 metre Feadship, *Lady Christine*. New Caledonia holds a greater area of sheltered water than any other Pacific island, making it perfect for watersports among the sandy islands that lie within the calm waters of its lagoon.

From the island's capital, Nouméa, *Lady Christine* sets out for Amédée Island, within the lagoon's south eastern reaches. Tourists are shipped here by the boatload and peak times should be avoided, but the 56 metre lighthouse that dominates this sandy islet is well worth a





NEED TO KNOW

New Caledonia's national airline Aircalin (aircalin.com) flies daily from Europe to Nouméa thanks to partnerships with the Air France/KLM group, Finnair, or Singapore Airlines, and its network covers other destinations in the Pacific from its hub in Nouméa. New airport Tontouta is 40 miles from Nouméa.

Lady Christine moored alongside Nouméa's city centre quay. The commercial dock is the only alternative to anchoring-off for yachts of her size. Less than two miles away, Marina Port du Sud can accommodate yachts of up to 25 metres.

For provisioning, supermarkets Casino, Champion and Geant are dotted around Nouméa. Le Méridien and Château Royal (complexechateauroyal.nc) are good accommodation options in Nouméa. Nouvelle-Calédonie Tourisme (visitenouvellecaledonie.com) can advise on proposed visits by superyacht.

visit, both for its historic value and its views. Built in Paris in 1862, the cast iron "flat pack" was erected on Amédée – a triumph of French 19th century engineering.

The tentacles of an unseasonal typhoon to the north threaten wind and rain, so we head west between Ouen island and the mainland to seek overnight shelter at Prony Bay. Rain falls in a deluge, discouraging a visit to the ruins of a French penal settlement, while muddy run-off from the land also prohibits a dive on the Prony Needle, a pinnacle built up almost to the surface by hot mineral springs. In good weather, the pilot assures us, this is a magical anchorage.

The next day we aim for the Île des Pins, 40 miles to the south west, where better weather is promised. Four hours later we drop anchor in Kuta Bay, with its hills dotted with tall Araucaria trees (mistakenly identified as pines by the early European explorers who named the island). This idyllic bay is home for three days we spend cycling, racing *Lady Christine's* Dart catamarans and overflying the coastline and off-lying islands in the yacht's EC130 helicopter, the sandy cays and beaches like bright jewels in a sea of brilliant turquoise. The island, served by a small airstrip, has superb hotels such as Le Méridien, where a superyachting holiday could begin or end.

The north-facing coastline of mainland New Caledonia is open to the trade winds and dominated by small ports that export dusty nickel ore, while the water between the reef and shoreline is quite narrow. So our next stopover is the southern lagoon, where a yacht of *Lady Christine's* size can travel north westwards for 60 nautical miles in sheltered, emerald and turquoise water. The south lagoon is a great area for family watersports, with fishing spots, safe places to deploy toys, and a choice of islands for drinks or beach barbecues.

New Caledonia's inland attractions are easily reached from this coast. From the Château Royal Beach Resort hotel, at the southern tip of Nouméa in Vata Bay, local guide and botanist François Tran takes us on a day trip to the Blue River National Park. We explore an inundated forest and meet a rare cagou bird – the national bird of New Caledonia – with its camouflage of black-striped grey plumage. Another excellent guide, Axelle Boulet, shows us the jungle trails of the Ferns Park and the mother of all flowering plants, the Amborella Trichopoda – classified as a living fossil and endemic to New Caledonia.

Without doubt, for those on a trans-Pacific cruise, New Caledonia is a gem that blends Pacific beauty with French luxury. Those who stop off to sample its uncrowded waters will be thankful that most yachtsmen still think it's somewhere near Canada. ■

Clockwise from top left: the mountains of New Caledonia bear the scars of nickel mining; Araucaria trees on Île des Pins; the cagou, national bird of New Caledonia; catamaran racing with *Lady Christine* in the background. Marina Port du Sud, which accommodates yachts of up to 25m



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THE NEW SOUTH PACIFIC

From the Solomon Islands to Papua New Guinea, four yacht captains offer their expert advice on the Oceania you thought you knew

From top: beach house where the Duke and Duchess of Cambridge stayed on Tuvanipupu island; diving the Solomons; Russell Bay, New Zealand



SOLOMON ISLANDS

Winston Joyce-Clarke, captain of the 45m Y.CO charter yacht Big Fish

● **Where and when:** From Cairns, Australia, across to Guadalcanal is a simple cruise at 240 miles a day, so for anything faster than a 10-knot boat it is three days. We have been in July and November; November is wet but the south-easter is dissipated, so it is calm.

● **Experiences:** The Solomons is a series of interesting little archipelagos. They don't have the colourful tribal tourist attractions of somewhere like Vanuatu, but they are interesting folk. They still chew beetle nuts; people with pinked gums and very few teeth having a chat with you on the back of their boats. The carvings they do are exquisite – some have taken 10 months. They are finer than other carvings in the region. There is also some extraordinary diving. The most famous area is Iron Bottom Sound, between the Floridas and Guadalcanal, with hundreds of WWII ships and aircraft on the ocean floor. We've taken to diving them at night.

● **Navigation:** Tradco Shipping (tradcoshippingltd.com) is the only shipping agent and they looked after us fantastically. In Honiara, bunkering and provisioning is straightforward. On the Florida islands is Sasape International Shipyard (sasape.com), if you need to have something welded or fixed. All anchorages are pretty protected. I did a lot of paper navigation because there were variations from the British Admiralty charts. Possibly the US charts would be better as the US controlled the area after WWII.

● **Hot tips:** We went a couple of miles up this lovely backwater in Pavuvu – beautifully calm. My boss's wife was on her paddleboard and one of the locals came out and said that's not such a good idea: crocodiles. If there are no people in the water, there is a reason. y.co



Above: the road to Arawa, Bougainville island, Papua New Guinea. Main image: exploring a wreck in the Russell Islands, part of the Solomon Islands



Left: river life in Vanuatu. Below: the active Yasur Volcano on Tanna island can be a dangerous day out. Inset left: vine diving on Vanuatu. Bottom: a rare chance to swim with humpbacks, off Tonga's Vava'u islands



VANUATU

Barry de Kock, captain of 67m
Y.CO charter sailing yacht Vertigo

• **Where and when:** We visited the Vanuatu islands in July, a good time to visit (the wet/cyclone season is from November to April), and from Fiji it is a day by yacht.

• **Experiences:** Yasur Volcano on Tanna island was exceptional. There are no safety rules – if you die you die and you can really get in there close, lava flying. Further north, towards Espiritu Santo Island is the wreck of the SS *President Coolidge*, intact, massive and a great dive. Then on Pentecost Island, there is vine diving. A participant ties a vine around his ankles and climbs up a big structure wearing next to nothing – and jumps off. There are a few fatalities a year – guys getting it wrong. But it's quite spectacular. We were out of season (April to June, to bless the yam

harvest) for the diving but they put it on for us – we asked the chief and made a donation to the village school. For walkers there are lovely trails into the jungle and up to the mountains.

• **Navigation:** It is one of the easiest destinations in the South Pacific to navigate: charts are good and there's a lack of reefs so it's deep. The capital Port Vila has reasonable supplies, refuelling and a few agents. Ours was Kaleva Yachting Services (kysvanuatu.com), which was very efficient.

• **Hot tips:** Be open and friendly to the locals – they don't want your money. They're mainly curious, as not a lot of boats go through there and it is not touristy. Fishing tackle is more useful to them than money; giving that away gets you a lot of credit. y.co

VAVA'U, TONGA

Ian Insull, captain of 42m Camper
& Nicholson's charter yacht Calliope

• **Where and when:** We spent three weeks in the Vava'u islands in September. Electronic chart coverage in this part of Tonga is poor, so it does require old-school chart navigation.

• **Experiences:** Most memorable was swimming with humpback whales, bobbing in the water 10 metres from a huge mother and her calf: it is one of only three locations in the world where this is allowed. Another highlight was Mariner's Cave in Nua Papu. You swim down about two metres and in about five metres to enter a huge cavern. The true joy is the colour of the water as you look out of the cave.

• **Navigation:** Vava'u's 70 islands are protected by a barrier reef so you can cruise from one to the next in calm waters with predictable wind. It is a volcanic region so anchorages are deep. There are no yachting facilities, but on Neiafu we found a couple of hardware stores, a fishing supply store and we took diesel there. Our agent, arranged by Yacht Help Tonga (yachthelptonga.com), was also proprietor of the best local bar, Aquarium Café.

• **Hot tips:** Every morning there is a VHF radio address to sailors, with weather forecasts and local events. Anyone can contribute or ask questions. A great local fruit and veg market is in Neiafu but we had to import good meat and fine foods from New Zealand. camperandnicholsons.com



PHOTOGRAPHS: EMILY J SMITH; GETTY IMAGES; ALAMY

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Van Der Graaf, 2000/2008
49.5m (162.4ft)
Guest: 8 in 3 Double, 1 Twin

Spacious & stylish interior with incredibly expansive exterior deck space
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Enthusiastic & international crew led by a Captain with 18 years of professional sailing experience

Charter Rate: EUR 75,000 p/w



EMMALINE

Holland Jachtbouw, 2003/2011
32.59m (107ft)
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SEPIK RIVER, PAPUA NEW GUINEA

*Raymond Heer, captain of the
42.6m private motor yacht Angiamo*

- **Where and when:** We spent 12 days on the Sepik River in July. It is critical to go in June or July, when the river is in flood.
- **Experiences:** You go there for the cultural experiences. The people live now the way they did 500 years ago – there's very little Western influence. On the river, we'd sail as the sun rose past lush wetlands from village to village, where we'd negotiate with chiefs to show us their homes, tribal dancing, wood carvings – by the time we left we had a 20 foot (6m) container filled with them. Good diving is on an island called Bilbil and around nearby Madang, so you might want to stop on the way to the river. We used the dive operator Aquaventures PNG (+675 853 3123). About 100 miles from the river entrance the water changes from a perfect blue to dark brown, where fresh water meets the sea. It is a great place to catch wahu and tuna.

- **Navigation:** Most of the river is very deep but where it goes into long straight stretches you get shallows. Through Aquaventures PNG we found a good local pilot, an old man that the Australians used when they were prospecting gold. Madang has a decent airport and a little market, but no yacht services at all. You have to plan before you go. New Guinea Holidays (nghols.com) helped us do so.
- **Hot tips:** Around Madang, people would bring their canoes close, capsized and try to blame it on our wake. Then they would claim damages; invariably they'd tell you that they had a big-screen TV in the canoe. So always make sure you watch your wake around big settlements. fraseryachts.com



Left: a small village on the Sepik River, Papua New Guinea, and (above) a spirit house. Much of life here depends on the river; for superyachts it's essential to explore here only when the Sepik is in full flood. Bottom: Madang, PNG



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Filippetti, 2014
30m (98ft 4in)
Guests: 12 in 4 Double, 2 Twin

Panoramic view from the vast owners terrace
Immense salon with dining table seating 12
Six-cabin layout with prime importance given to large spaces
Highly renowned Captain & efficient & competent crew
Charter Rate: EUR 80,000 p/w



SEVEN SINS

Heesen, 2005
43.80m (143ft 8in)
Guests: 10 in 5 Cabins

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Marina of the month

Port Denarau Marina, Nadi, Fiji

The South Pacific's growing superyacht hub

184

WHERE

Plot a course due north of New Zealand, a mere 1,200 nautical miles, to the palm-fringed dreamland of Fiji. Set in the heart of the South Pacific, many of Fiji's 300 islands are uninhabited and unexplored, begging for discovery by adventuresome yachtsmen. Flying in? The marina is just seven miles from Nadi International Airport, which has newly expanded private jet facilities.

USP

Port Denarau Marina, part of Denarau Island Resort, is the only superyacht marina in Fiji – and the only one of its standard in the South Pacific.

WHAT'S NEW

More superyacht berths – and, for the landlubber, there is much to celebrate on shore, with a new yacht club, shops and

dining, a hotel and luxury apartments. Long-term plans could add another 200-berth marina across the harbour, accompanied by a marina village bursting with boutiques, a boatyard and a 20,000-seat stadium.

YACHT FACILITIES

To keep pace with growing demand – 54 superyachts visited last year – Port Denarau Marina has upsized its large-yacht offerings. Now 16 berths welcome yachts up to 85m, and three more 80m berths are to be added this year. Refit facilities, with a 50-tonne travel lift, provide useful back-up in this far-flung location.

COST

Daily rates range from \$10 (Fijian dollars) for 24m yachts to \$18 for 60m yachts, water included. Or you can keep a 60m yacht here for \$438 per month for the year.

GOLF COURSE

An 18-hole, par-72 course, designed by Eiichi Motobashi, boasts stunning ocean views. But the Denarau Golf Club is only one of an embarrassment of luxurious amenities to be found on Denarau Island Resort. Take your pick from 42 restaurants and bars, or seven high-end hotels when a day off the yacht is required.

WHEN TO GO

Fiji offers great cruising year-round with two distinct seasons: wet and dry. For drier and milder weather, visit in the Fijian winter, from May to October.

WHILE YOU'RE THERE...

DIVE DEEP Shark Reef

► An ordinary enough lump of coral, Shark Reef stands out among Fiji's extraordinary dive sites as it's within the protected Shark Reef Marine Reserve and sightings of toothy fellows are guaranteed.



CATCH A WAVE Nadi

► Fiji Surf takes experienced divers out to big waves such as Cloudbreak, Swimming Pools and Wilkes, and teaches newbies how to hang ten on sandy beach breaks. fijisurfco.com



VIRGINAL CRUISING GROUNDS Lau Islands, Fiji

► For true Fijian culture on tourist-free islands, set off for the Lau Islands. Permission is required before visiting these untouched gems, but they're worth it.



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New Central Agency

LIBRA STAR 43.6m/145', Benetti, 2008, Price On Application

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POLAR STAR 63.4m/208', Lurssen, 2005/2011, €55,000,000
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Polar Star is being offered for sale in top cosmetic and technical condition having just completed her Lloyd's 10 year special survey. A serious yacht for a serious yachtsman.



Major Price Reduction

PRINCESS TOO 47.55m/156', Feadship, 1999/2010, €15,500,000 VAT paid
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 Gaston Lees-Butckley +33 4 92 912 912 - gleesbuckley@camperandnicholsons.com

The 47.55m (156') tri deck motor yacht Princess Too combines Feadship pedigree with a meticulously designed interior and vast outdoor spaces to provide the ultimate in comfort and luxury.

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NEW MASTER 44.45m/145'10", Baglietto, 2001, €9,750,000 VAT paid
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Designed as an ocean-going ship by Studio Ruggiero, New Master features a steel hull with bulbous bow, variable-pitch propellers, zero-speed stabilisation and accommodation for 12 guests in 6 cabins.



TALES 53.4m/175'2", Proteksan Turquoise Yachts, 2002, €15,000,000
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GRAVITAS 52.12m/171', Feadship, 1995/2014, \$22,000,000
Michael Rafferty +1561 758 5608 - mrafferty@camperandnicholsons.com



YALLA 47m/154'2", Heesen, 2004/2013, €17,500,000
Jean-Marie Récamier +33 4 92 912 912 - jmrecamier@camperandnicholsons.com



BRAVADO 44.9m/147'3", Abeking & Rasmussen, 2004, €21,500,000
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STAR 42m/138', Kingship Marine Limited, 2012/2014, \$16,880,000*

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Price Reduction

FORTY LOVE 42.06m/138', West Coast Custom, 2003/2008, \$11,000,000

Bob O'Brien +1 561 310 9616 - bobrien@camperandnicholsons.com



GALATEA 40m/131'2", Heesen, 2014, €19,500,000

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DIA'S 44.2m/145', Benetti, 2006, €9,900,000

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Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com



New Central Agency / Also Available for Charter

AT LAST 44.1m/144'11", Heesen, 1990/2014, \$8,900,000*

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Andrew LeBuhn +1 415 407 9915 - alebuhn@camperandnicholsons.com



PHILANDERER 40m/131', Concorde Yachts, 1992/2009, €2,100,000

Arne Ploch +34 609 756 763 - aploch@camperandnicholsons.com



Major Price Reduction

NORTHLANDER 38.1m/125', Moonen, 2009/2013, \$16,500,000 *

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TWILIGHT 38.14m/125', Oyster, 2013, €11,850,000

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TANUSHA 36.58 m/120', Benetti, 2010, €9,750,000

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Price Reduction

CRYSTAL II 35.7m/117', Crystal Super Yacht, 2007/2009, \$4,700,000

Rick Weisenberger +1 714 745 6560 - rweisenberger@camperandnicholsons.com



LADY NANCE 34.14m/112', Westport, 2007, \$7,495,000

Walter Sea +1 954 319 3259 - wsea@camperandnicholsons.com



MARVI 34m/111'10", Ferretti, 2006/2013, €3,950,000

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LIARA 32m/100', Southern Ocean Shipyard, 2009, €5,495,000
Tim Langmead +44 207 009 1950 - tlangmead@camperandnicholsons.com



HIGH ROLLER 32m/104'8, Baglietto, 2004, €3,250,000
Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com



STELLA MARIS 30.95m/101'6, Ferretti Navetta, 2002, €2,900,000
Charles Ehrardt +33 4 92 912 912 - cehardt@camperandnicholsons.com



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SEA BOUND 30.6m/100'6, Burger, 1996/2014, \$3,990,000
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Ralph Raulin +1 954 524 4250 - rrauln@camperandnicholsons.com



PHOEBE 30.14m/98'11, Moonen, 2009, €4,850,000
Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com
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SOFIA II 30m/99', Moonen, 2008, €6,900,000*
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GENI 28.27m/92'8, Overmarine (Mangusta), 2010, €2,900,000
Charles Ehrardt +33 4 92 912 915 - cehardt@camperandnicholsons.com



TEMPUS FUGIT 27.43m/90', Arkin Pruva Yachts, 2013, \$5,495,000
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LOA 80.2m (263ft)

BUILD Blohm & Voss, Germany, 1990

Price on application

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Blue Scorpion

LOA 53m (173.8ft)

BUILD Baglietto, Italy, 2006

EUR 17,500,000 (VAT PAID)

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LOA 47.6m (156.2ft)

BUILD Heesen, The Netherlands, 1998 (refit 2011)

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LOA 46.7m (153.2ft)

BUILD Heesen, The Netherlands, 2007

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ANNAGINE 111' (33.9m) :: Dykstra Classic Sloop :: 2011 :: €5,500,000
Derk Rolff :: Holland :: +31 618 830 145 :: Derk.Rolff@NorthropandJohnson.com

Built in aluminium by the Dutch shipyard Jacht Ontwikkelings Maatschappij and designed by the renowned Dykstra & Partners Naval Architects. She comfortably accommodates eight guests in a master and two twin staterooms plus two Pullman berths.



ZOOM ZOOM ZOOM 161' (49m) :: Trinity :: 2005/2013 :: \$16,500,000
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GOLDEN COMPASS 150' (46m) :: Picchiotti :: 1982/2014 :: \$4,995,000
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ONENESS 150' (45.7m) :: Palmer Johnson :: 2009 :: \$21,500,000
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CHECKMATE 145' (44.2m) :: Benetti :: 2013 :: \$20,500,000
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APACHE II 144' (44m) :: Baglietto :: 2009 :: €11,500,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



CENTINELA IV 137' (41.7m) :: Feadship :: 1982/2008 :: \$8,900,000
David Roscow :: Fort Lauderdale :: +1 619 980 7704 :: David.Roscow@NorthropandJohnson.com



ODALISQUE 125' (38.1m) :: Feadship :: 1973/2008 :: \$2,900,000
John Weller :: Fort Lauderdale :: +1 561 379 5431 :: John.Weller@NorthropandJohnson.com



AR-DE 122' (37.2m) :: Burger :: 2002 :: \$9,950,000
Chris Chumley :: Fort Lauderdale :: +1 954 290 4125 :: Chris.Chumley@NorthropandJohnson.com



MUSIC 114' (34.7m) :: Custom Soyaslan :: 2012 :: €4,900,000
Jonathan Chapman :: Newport :: +1 401 474 4793 :: Jonathan.Chapman@NorthropandJohnson.com



SIGNE 112' (34m) :: Renaissance Yachts/Bruce King design :: 1990/2010 :: €1,400,000
Simon J. Turner :: Palma :: +34 971 707 900 :: Simon.J.Turner@NorthropandJohnson.com



EAGLE'S NEST 98' (29.9m) :: MCP Yachts :: 2007 :: \$3,750,000
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CABOCHON 92' (28m) :: Ta Chiao :: 2013 :: \$3,490,000
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ATLANATE 90' (27.5m) :: Claasen Jachtbouw :: 2009 :: €4,600,000
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LUCHYA 88' (27m) :: Custom Dubbel & Jesse alloy cutter :: 1993/2013 :: €1,750,000
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MALVASIA 85' (26m) :: Ferretti Navetta :: 2008 ::
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METOLIUS 83' (25.5m) :: Royal Huisman :: 1992/2012 :: €1,400,000
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Simon J. Turner :: Palma :: +34 971 707 900 :: Simon.J.Turner@NorthropandJohnson.com



LETTAMELINA 72' (21.9m) :: Grand Banks :: 2006 :: \$1,995,000
John Boone :: Newport :: +1 561 358 7024 :: John.Boone@NorthropandJohnson.com



ISSOLAYA II 72' (21.7m) :: Solaris :: 2008 :: €2,150,000
Joost Goverts :: Palma :: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com



TRUANT 70' (21.3m) :: Vicem :: 2007 :: \$1,795,000
Bob Jarrett :: Newport :: +1 860 460 4985 :: Bob.Jarrett@NorthropandJohnson.com



VENDETTA 57' (17.3m) :: Derecktor :: 2005 :: \$1,295,000
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KOKOMO 58M • 191FT • ALLOY YACHTS • 2010 • 39,750,000 EUR

A winning combination of Alloy Yachts, Ed Dubois and RWD. Her contemporary interior provides the ultimate comfort for her guests whether enjoying a gentle cruise or participating

in exhilarating regattas. With a cruising speed under power of 12.5kn and a max speed under sail of 19.5kn she is unquestionably one of the fastest cruising yachts of her class.
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SANTANDREA 29M • 95FT • SOLIMANO • 1961/2005 • 2,700,000 EUR

Tug vessel built 1961 and converted as adventure vessel in 1997. Perfectly maintained long range and all weather vessel, 9 guests in 4 cabins, cosy interior with teak panelling

and sisal carpet. New teak deck in 2005, new Caterpillar engine. Very economical vessel to run. Inspection recommended.

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MARIE 55M › 180FT › VITTERS › 2010 › POA

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VINTAGE 27M › 90FT › FERRETTI › 2001/2014 › 2,200,000 EUR
10 guests in 4 cabins, Zero speed stabilizers, new paint job. VAT PAID.
THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971 700 445 PALMA



EROS 35M › 114FT › BROOKE YACHTS › 1938/2010 › POA

Rare wooden classic staysail schooner, 2010 she completed a museum-quality restoration
JAMES.NASON@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



TIVOLI 27M › 90FT › PROTEKSAN TURQUOISE › 2001/2010 › 2,900,000 USD
TOM.ALLEN@FRASERYACHTS.COM +1 206 382 9494 SEATTLE
STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FORT LAUDERDALE



SENSATION 49M › 162FT › SENSATION YACHTS › 2007/2014 › 11,975,000 EUR
High quality semi-displacement yacht from New Zealand. Zero speed stabs. In Hong Kong.
JJ.MINNEMA@FRASERYACHTS.COM +377 93 100 450 MONACO

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Misunderstood



NEW CA



MISUNDERSTOOD 49M > 165FT > OVERMARINE > 2012 > 23,500,000 USD

Nearly new example of this popular 38 knot yacht with only 800 hours on triple MTU's. Four staterooms, TV lounge and beautiful salon areas furnished in a very tasteful manner. Great

outside deck spaces and a lovely fly bridge. This is the best fast yacht on the market.

CRAIG.ERICKSON@FRASERYACHTS.COM +1 786 252 9224 FT. LAUDERDALE
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ANNAEVA 56M > 183FT > BENETTI > 2007 > 27,900,000 EUR

12 guests in 6 spacious staterooms, split level owner's suite on main deck with a panoramic view. Large deck areas for al fresco dining, sunbathing, seating areas and an oversized

Jacuzzi. Large garage for tender and many water toys. ANNAEVA has always been a private yacht with a full time crew keeping her in immaculate condition. This vessel must be seen. DENNIS.FREDERIKSEN@FRASERYACHTS.COM +377 93 100 450 MONACO



INTUITION LADY 39M > 128FT > BENETTI > 1977/2012 > 2,650,000 EUR

Classic Benetti. 5 staterooms with owners on deck, great sky lounge and deck space. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



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MEDUSE 60M > 199FT > FEADSHIP > 1996/2011 > 29,500,000 USD

Helicopter carrying Feadship. 6 staterooms, 2 full beam on deck. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



NEW CA

ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD

A true pedigree yacht with a stunning Terence Disdale interior, large deck space and tenders. RICHARD.EARP@FRASERYACHTS.COM +377 93 100 450 MONACO



SEE IN
PALM BEACH
26-29 MARCH

CALLIOPE 42M > 138FT > HOLLAND JACHTBOUW > 2010/2014 > 19,500,000 EUR

Dutch built, tri-deck, 5 superbly appointed double staterooms, beach club aft. GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

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**PRICE REDUCTION****SOY AMOR 43M > 137FT > BENETTI > 2014 > 23,000,000 EUR**

A brand new, recently delivered, highly customized, Benetti Crystal. Light, open and modern interior with plenty of lounging areas. Features include a waterwall, fireplace,

beachclub and port side launching for the tender. Fantastic opportunity to purchase a beautiful yacht, available for immediate sale.

ALEX.KRIK@FRASERYACHTS.COM +33 6 40 61 53 10 MONACO

PRICE REDUCTION

SEE IN
PALMA

30 APR.-04 MAY

DESTINY 24M > 78FT > FIFTH OCEAN SHIPYARD > 2014 > 3,600,000 EUR

Capable of world cruising, very economical long range steel hull and alloy superstructure, full displacement motor yacht. Dutch designed and engineered, very highly specc'd.

Zero speed Naiad stabilisers. Four guest cabins and four crew, light interior. Jacuzzi, professional BBQ, waterproof TV, ipad controlled entertainment system, water toys.

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SEE IN
PALM BEACH
25-29 MARCH

INDIGO 32M > 105FT > CBI NAVI > 1998/2013 > 3,750,000 USD
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



VOYAGER 25M > 84FT > CUSTOM BUILT > 2004/2007 > 1,295,000 EUR
Pocket size explorer yacht with all the DNA of a much larger vessel.
PETER.JONES@FRASERYACHTS.COM +44 20 7016 4480 LONDON



LARGE VOLUME

SEE IN
PALMA
30 APR - 04 MAY

RUBECCAN 42M > 139FT > CRN ANCONA > 2008 > 11,900,000 EUR
Large decks, owners balcony, spa, gym, beach club, MCA, gyro-stabilizers, well maintained.
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971 700 445 PALMA



MCA COMPLIANT FOR CHARTER

SILVIA M 24M > 78FT > NORDHAVN > 2008 > 2,850,000 EUR
FILIPPO.ROSSI@FRASERYACHTS.COM +377 93 100 450 MONACO
TOM.ALLEN@FRASERYACHTS.COM +1 206 382 9494 SEATTLE



GOLDEN HORN 41M > 135FT > DERELI YACHTS > 2008 > 9,900,000 EUR
Long-range, built for economical family cruising. No guest has ever slept on board.
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BABYLON 37M > 124FT > RODRIQUEZ > 2005/2012 > 8,900,000 EUR
Beautiful and unusual interior, 5 double cabins. Max speed = 25 knots, max range = 2000 nm.
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NOBLE HOUSE 53M > 176FT > SENSATION YACHTS > 2005/2011 > 14,000,000 USD
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SPAGO 28M > 91FT > BAGLIETTO > 2002/2010 > 2,250,000 EUR
One owner, perfect condition. Used only 2 months every season. VAT PAID.
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**U77 77M > 252FT > MARCO > 2015 > 24,900,000 USD**

U77 is a brand new, massively solid ship, over engineered, with a 2,100 + ton volume and an extremely efficient hull, tank tested at MARIN. Designed with 10 guest suites for 20 people.

U77 is a serious long range cruising yacht that can be completed as a luxury yacht, exploration yacht, mother ship or shadow boat.

STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

PRICE REDUCTION**SEVEN J'S 47M > 156FT > DELTA MARINE > 2008 > 24,995,000 USD**

An extraordinary yacht with long range that was designed for extended cruising. JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

NEW CA

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+LEJOS 36M > 121FT > BENETTI > 2010 > 10,000,000 EUR

Features amazing light and welcoming interior. 12 guests in 5 strms. Zero speed stabilizers. JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

EXTENDED WARRANTY**ON A ROLL 25M > 84FT > HARGRAVE > 2009/2013 > 3,300,000 USD**

Largest vol. 84' on the mkt. Open layout; Sapelli wood; 4 Strms + Crew. CAT engines. SCOTT.FRENCH@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

**CUTLASS 39M > 128FT > TANSU YACHTS > 2015 > 11,000,000 EUR**

Designed for stylish living in remote areas. Award winning design. DAVID.LEGRAND@FRASERYACHTS.COM +377 93 100 450 MONACO

FOR CHARTER



SALUZI

LOA: 69.10m (226'71")

Beam: 13.80m (45'28")

Draft: 2.40m (7'87")

Shipyard: Austal

Year: 2003/2014

Staterooms: 16

Total guests: 32



QUITE ESSENTIAL

LOA: 55m (180'5")

Beam: 9.40m (30'1")

Draft: 3m (9'1")

Shipyard: Heesen

Year: 2011

Staterooms: 6

Total guests: 12



MUSTANG SALLY

LOA: 49m (161')

Beam: 8.50m (28')

Draft: 2,50m (8'2")

Shipyard: Trinity

Year: 2008

Staterooms: 5

Total guests: 11

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FOR SALE

TUTTO LE MARRANÉ

LOA: 46.20m (151'7")
 Beam: 8.50m (27'11")
 Draft: 1.22m (4')
 Shipyard: Leopard (Arno)
 Year: 2011
 Staterooms: 5
 Price: EUR 17,500,000



CRACKER BAY

LOA: 44.60m (146'3")
 Beam: 8.80m (28'9")
 Draft: 2.80m (9'2")
 Shipyard: Hakvoort
 Year: 2002/2013
 Staterooms: 6
 Price: USD 19,950,000



MARIPOSA

LOA: 40m (131')
 Beam: 7.73m (25'5")
 Draft: 3.90m (12'10")
 Shipyard: Avangard
 Year: 2012
 Staterooms: 5
 Price: EUR 6,500,000



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FOR SALE



MYLO

LOA: 36.60m (120')
 Beam: 7.90m (25'11")
 Draft: 1.96m (6'5")
 Shipyard: Benetti
 Year: 2007
 Cabins: 5 staterooms
 Price: EUR 9,500,000



NENA I

LOA: 36.12m (118'5")
 Beam: 7.5m (24'6")
 Draft: 2.5m (8'2")
 Shipyard: Cantieri di Pisa
 Year: 2009 / 2011
 Cabins: 4 staterooms
 Price: EUR 5,900,000 VAT PAID



SILVERTIP

LOA: 33.80m (110'89")
 Beam: 7.10m (23'29")
 Draft: 4.30m (14'11")
 Shipyard: Yachting Developments
 Year: 2002/2005
 Cabins: 3 staterooms
 Price: EUR 5,950,000

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FOR SALE

MARGHERITA

LOA: 33m (108'2")
 Beam: 7.10m (23'2")
 Draft: 2.60m (8'5")
 Shipyard: Cantiere Nautico
 Year: 2009
 Cabins: 5 staterooms
 Price: EUR 4,400,000 VAT PAID



TUSCAN SUN

LOA: 32.50m (106'8")
 Beam: 6.76m (22'3")
 Draft: 2.00m (6'7")
 Shipyard: Maiora
 Year: 2008
 Cabins: 5 staterooms
 Price: EUR 4,300,000 VAT PAID



TALILA

LOA: 29m (95')
 Beam: 6,70m (22')
 Draft: 3,20m (10'6")
 Shipyard: Mondomarine
 Year: 2000 / 2009
 Cabins: 4 staterooms
 Price: EUR 1,550,000 VAT PAID



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127'/39m IAG 2011 **NO BADA BEES**

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153'/47m Feadship 1997/01 **DAYBREAK***

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132'/40m Westship 2000/13 **NORTHERN LIGHTS**



130'/40m CRN 2005 **SANOO***



121'/37m Benetti 2011 **DOMANI***



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142'/43m Perini Navi 2004/12 **VICTORIA***

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127'/39m Cantieri di Pisa 2007 **GLADIUS***

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125'/38m Broward 1989/03 **SHOWTIME**

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123'/37m Trident 1989/13 **AMERICAN PRIDE**

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118'/36m Intermarine 2001 **SAVANNAH**

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118'/36m Azimut/Benetti 1994 **SHALIMAR***

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118'/36m Broward 1995/11 **PG'S JESTER**

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116'/35m Pershing 2007 **CARCHARIAS***

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90'/27m Tarrab 1998 **PARAMOUR**

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87'/27m President 2007 **WATERSHED II**

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80'/24m Hatteras 2004 **OCEAN VIEW**

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LADY LINDA 187' (57M) Trinity 2012, 6 Staterooms
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IMAGINE 164' (50M) Trinity 2010, 5 Staterooms
J.C.A. Frank Grzeszczak 954.494.7096 or J.C.A. Chany Sabates III 954.604.2253



ATTITUDE 150' (46M) Trinity 1998, 5 Staterooms
C.A. Chany Sabates III 954.604.2253



BALAJU 146' (40M) Intermarine 2002/2013, 5 Staterooms
C.A. Mark Elliott 305.794.1167



LIONSHARE 130' (39M) Heesen 1987, 5 Staterooms
C.A. Mark Elliott 305.794.1167



NAMOH 125' (38M) Cheoy Lee 2003, 5 Staterooms
C.A. Mark Elliott 305.794.1167



KAKAWI 97' (30M) Marlow 2011, 4 Staterooms
C.A. Mark Elliott 305.794.1167



NATICA 92' (28M) Hatteras 1999, 4 Staterooms
C.A. Roy Sea 954.980.7438



TEMPTATION 80' (24M) Ferretti 2013, 4 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak Jr. 954.830.4867



HALCYON 80' (24M) Hatteras 2006, 4 Staterooms
C.A. Ron Morgenstein 954.309.9740



MATCH POINT 161' (49M) Christensen 2009. 6 Staterooms
C.A. Mark Elliott 305.794.1167



CHEVY TOY 142' (43M) Trinity 2004/2014. 5 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak Jr. 954.830.4867



MIMU 113' (34M) Codecasa 2000/2014. 4 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak Jr. 954.830.4867



CERRI 86 86' Cerri Cantieri Navali 2014. 4 Staterooms
C.A. Frank Grzeszczak Jr. 954.830.4867



PRECIOUS MOMENTS 75' (23M) Lazzara 2008. 4 Staterooms
C.A. Mark Elliott 305.794.1167



NO NAME 70' (22M) Azimut 2014. 4 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak Jr. 954.830.4867



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